2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report 88

> Spotsylvania County City of Fredericksburg

> > Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Spots	sylvania	Mainten	ance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	TrıTrı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:					1							
1	2.61	8300	G	93%	1%	2%	1%	2%	0%	F	0.087	F	0.692	8300	G	2003
1	4.25	9700	G	93%	1%	2%	6 Thornbu	2%	0%	F	0.093	F	0.631	9700	G	2003
1	2.52	17000	G	From: 95%	1%	1%	88-608 1%	2%	0%	С	0.089	F	0.711	17000	G	2003
1	0.93	37000	G	98%	0%	1%	US 17 0%	1%	0%	F	0.077	F	0.624	40000	G	2003
1	0.96	23000	G	From: 98%	0%	1%	I-95 0%	1%	0%	F	0.078	F	0.537	25000	G	2003
1	1.30	28000	G	From: 98%	US 1	1%	0%	1%	0%	F	0.085	F	0.677	29000	G	2003
City of Fredericksburg				10.		SCL F	redericksb	urg								
~	4.40	20000		From:	001		redericksb	_	001		0.007		0.00	00000		0000
Jefferson Davis Blvd	1.48	33000	Α	98%	0%	1%	0% SR 3	1%	0%	С	0.097	Α	0.62	36000	Α	2003
1 Jefferson Davis Blvd	0.90	29000	G	98%	1%	1% Co	0% llege Ave	1%	0%	С	0.079	F	0.597	32000	G	2003
1 Jefferson Davis Blvd	0.59	35000	G	98%	0%	1%	0%	0%	0%	С	0.082	F	0.551	37000	G	2003
Jefferson Davis Blvd	0.29	23000	G	98%	0%	Fal 1%	l Hill Ave 0%	1%	0%	F	0.079	F	0.613	25000	G	2003
1 Jefferson Davis Blvd	0.11	31000	N	From: 98%	0%	1%	0%	1%	0%	N	0.085	N	0.674	34000	N	2003
Snotsylvania County				1		NCL F	redericksb	uig	<u> </u>							
Bus 1 LaFayette Blvd	1.52	20000	G	97%	0%	1%	1, SR 208 1%	1%	0%	С	0.083	F	0.544	22000	G	2003
City of Fredericksburg				To:		SCL F	redericksb	urg								
Bus 1 LaFayette Blvd	1.42	21000	G	From: 97%	0%	SCL F	redericksb	urg 1%	0%	F	0.09	F	0.557	23000	G	2003
	=			To:			and Grey I				****	-			-	***
Bus 1 LaFayette Blvd	0.38	11000	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.653	12000	G	2003
Bus 1 LaFayette Blvd	0.56	9800	G	97%	0%	111-39	57 Sunken 1%	1%	0%	F	0.088	F	0.603	11000	G	2003
Bus	0.10	5700	N	From: 94%	2%	111-396 3%	1 Kenmore	Ave 0%	0%	N	0.084	N	0.533	6200	N	2003
1 LaFayette Blvd	0.10	3700	14	34 70 To:			U% 17 Par Pri			IN	0.004	IN	0.000	0200	IN	۷003
Bus 1 LaFayette Blvd	0.06	5700	G	94% To:	2%	3%	0%	0%	0%	F	0.084	F	0.533	6200	G	2003
Bus				From:		Bus US 1'	17 Carolin 7, Lafayette	Blvd								
1 Caroline St	0.38	5300	G	94%	2%	3%	0%	0%	0%	F	0.084	F		5700	G	2003
Combine	ed Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G	
Bus Carolina St	0.54	E70^		From:	20/		3 William				0.070	_		0400		2000
1 Caroline St	0.51 ed Traffic:	5700 15000	G G	94% 97%	2% 1%	3% 2%	0% 0%	0% 0%	0% 0%	C C	0.079 NA	F		6100 16000	G G	2003
				To:	. , 0	Н	erndon St	J / V			, .			. 5000		
Bus 1 Herndon St	0.06	5400	G	94%	2%	3%	0%	0%	0%	F	0.076	F		5900	G	2003
Bus				From:			r Princess Par Hernd									
1 Princess Anne St	0.70	12000	G	98% To:	0% U	1% S 1 Jeffers	0% on Davis I	0% Highway	0%	С	0.079	F	0.661	13000	G	2003

					Spots	sylvania	viainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Fredericksburg				_		ZAXIC	JTAXIE	IIIali	ZIIali		i actor		i actor			
Bus	0.07	=	_	From:		JS 1, Bus				_	0.000	_		7000	_	0000
Princess Anne St	0.37	7000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		7600	G	2003
Combine	ed Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA			13000	G	
Bus				From:		Bus SR	3 William	St								
ր Princess Anne St	0.52	9000	G	98%	0%	1%	0%	0%	0%	С	0.096	F		9800	G	200
Combine	d Traffic:	15000	G	97% To:	1%	2%	0%	0%	0%	С	NA			16000	G	
				10.		Bus US	1 Herndon	ı St								
potsylvania County				From:		Caroline	County L	ine	I							
2)	1.36	4900	G	91%	1%	2%	3%	2%	0%	F	0.088	F	0.683	4900	G	200
				To:		Bu	s US 17		1							
Bus	3.56	11000	G	91%	1%	2%	3%	3%	0%	С	0.084	F	0.567	11000	G	200
2) [17]	3.30	11000	G	9170	1 70			370	070	C	0.004	Г	0.567	11000	G	200
Bus				From:			8-1301									
2) {17}	0.97	21000	G	91%	1%	2%	3%	3%	0%	F	0.092	F	0.632	23000	G	200
~ ~				To:		ECL Ft	edericksb	ırg	J							
tv of Fredericksburg Bus				From:		ECL F	edericksb	ırg	J							
2) (17) Dixon St	0.55	25000	G	94%	1%	1%	2%	3%	0%	С	0.085	F	0.561	27000	G	200
5 (0)				To:			vison Ave									
Bus Divon St	0.00	10000	_	From:	40/		lover St	00/	00/	_	0.007	_	0.570	11000	C	200
2 17 Dixon St	0.26	10000	G	98%	1%	1%	0%	0%	0%	С	0.097	F	0.576	11000	G	200
Bus				From:		Cł	arles St									
2) (17) Dixon St	0.06	4700	G	98%	1%	1%	0%	0%	0%	F	0.089	F	0.623	5100	G	200
Combine	d Traffic:	11000	G	98%	1%	1%	0%	1%	0%	F	NA			11000	G	
Bus				To: From:			ess Anne S ixon St	t								
2) (17) Charles Street	0.26	5800	G	97%	1%	1%	1%	1%	0%	С	0.089	F	0.553	6300	G	200
	d Traffic:	8200	G	97%	1%	1%	0%	1%	0%	С	NA			8900	G	
				To: From:		В	us US 1		ŀ							
Bus 2 Princess Anne S	t 0.37	7000	G	98%	0%	1%	0%	0%	0%	F	0.083	F		7600	G	200
- /(3)	d Traffic:	12000	G	97%	1%	2%	0%	0%	0%	F	NA	•		13000	G	_00
				To:			3 William			-						
otsvlvania County																
	F 07	00000	_	From:	00/		County L		00/	_	0.075	_	0.504	00000	0	000
3)	5.27	20000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.594	20000	G	200
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3	3.52	27000	G	95%	0%	1%	1%	3%	0%	С	0.076	F	0.634	29000	G	200
		07000	.,	From:	001		Harrison 1				0.070	.,	0.001	00000	h.	000
3)	1.14	27000	N	95%	0%	1%	1%	3%	0%	N	0.076	N	0.634	29000	N	200
$\overline{}$	0.00	07000		From:	00/		ive Mile I		-00/		0.074		0.500	70000		000
3	2.28	67000	G	95% To:	0%	1% WCL F	1% redericksb	3%	0%	F	0.071	F	0.568	72000	G	200
4 E E						WCLF	redel (CKSD	uig	I							
tv of Fredericksburg				From:		WCL F	redericksb	urg								
3 Plank Rd	0.34	79000	G	95%	0%	1%	1%	3%	0%	F	0.075	F	0.612	85000	G	200
				To: From:			I-95									
3 Plank Rd	0.61	57000	G	93%	1%	1%	1%	4%	0%	F	0.075	F	0.52	61000	G	200
√				To: From:		Oal	cwood St].							
3 Plank Rd	0.63	45000	G	94%	0%	1%	1%	3%	0%	С	0.082	F	0.536	48000	G	200
				To: From:		US 1 Jeffe	rson Davis	Hwy								
3)	0.24	40000	G	93%	0%	1%	1%	3%	0%	С	0.076	F	0.535	43000	G	200
<i></i>				To: From:		Bus SR	3 William	St								
3 Blue and Grey Parkway	0.53	28000	G	93%	1%	1%	1%	4%	0%	С	0.083	F	0.532	30000	G	200
				To:	_	Bus US 1	_									

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Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg					From:		D. HO.	I D	D1 1	-							
3 Blue and Grey Pa	arkway	1.00	31000	G	91%	1%	2%	LaFayette 1	4%	0%	С	0.084	F	0.529	34000	G	2003
3 Blue and Grey Pa	antway	1.00	01000	Ŭ	Tai	170					Ü	0.004	•	0.020	04000	Ü	2000
3 Blue and Grey Pa	arkway	0.36	31000	G	93%	1%	1%	7 SR 2 Dixe 1%	4%	0%	F	0.088	F	0.508	34000	G	2003
3 Blue and Grey Pa	antway	0.00	01000	Ŭ	Tn:	170		redericksbu		070	•	0.000	•	0.000	04000	Ü	2000
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Bus		0.00	40000	_		00/				00/	_	0.00-	_	0.004	4.4000	_	0000
3 William St		0.30	13000	G	99%	0%	0%	0%	0%	0%	С	0.097	F	0.624	14000	G	2003
Bus					From:		111-395	5 College A	lve								
(3) William St		0.48	13000	G	99%	0%	1%	0%	0%	0%	С	0.08	F	0.558	14000	G	2003
					To:		SR 3 Par	Washington	Δve								
Bus		0.07	0000	_	From:					00/	_	0.000	_	0.05	0000	0	0000
3 William St		0.37	6300	G	99%	0%	1%	0%	0%	0%	С	0.086	F	0.65	6800	G	2003
Co	mbined	I raffic:	12000	G	99%	0%	1%	0%	0%	0%	F	NA			13000	G	
Bus					From:		Bus US	1 Caroline	St								
3 William St		0.07	7700	G	99%	0%	1%	0%	0%	0%	F	0.101	F		8400	G	2003
	mbined	Traffic:	15000	G	99%	0%	1%	0%	0%	0%	F	NA			16000	G	
					To: From:		Bus SR 3	Par, Sophi	a St								
Bus 3 William St		0.03	17000	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.530	19000	G	2003
3 William St		0.03	17000	G	70:	0 76		redericksbu		0 70		0.097	'	0.550	19000	G	2003
Due					From:			3 William		1							
Bus 3 Washington Ave		0.07	6100	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.949	6600	G	2003
(8)	mbined		12000	G	99%	0%	1%	0%	0%	0%	F	NA	•	0.010	13000	G	2000
00	, i i i i i i i i i i i i i i i i i i i	rramo.	12000	·	To:	0 70		63 Amelia S		070	•	14/ (10000	Ŭ	
Bus					From:			Washington									
(3) Amelia St		0.43	5300	G	98%	0%	1%	0%	0%	0%	С	0.088	F		5700	G	2003
Co	mbined	Traffic:	12000	G	99 <u>%</u>	0%	1%	0%	0%	0%	С	NA			12000	G	
Due					To: From:			73 Sophia S 73, Amelia		-							
Bus 3 Sophia St		0.07	7000	G	99%	0%	0%	0%	0%	0%	С	0.085	F		7500	G	2003
\ P /	mbined		15000	G	99%	0%	1%	0%	0%	0%	F	NA	•		16000	G	2000
00	, i i bii i ca	rramo.	10000	Ŭ	To:	0 70		3 William		070	•	147 (10000	Ü	
Spotsylvania County					-												
					From:		Caroline	e County Li	ine								
17 Mills Dr		1.89	4800	G	93%	0%	1%	1%	5%	0%	F	0.080	F	0.501	4200	G	2003
\bigcirc					To: From:		SR 2	2 C2US 17									
17 Mills Dr		1.23	6300	G	85%	1%	2%	4%	8%	0%	С	0.079	F	0.523	5500	G	2003
					To:			88-609									
17 Mills Dr		3.17	11000	G	92%	1%	1%	1%	5%	0%	С	0.089	F	0.572	9300	G	2003
					To:												
17 Mills Dr		1.35	15000	G	93%	0%	1%	71; 88-1035 1%	5%	0%	F	0.083	F	0.594	13000	G	2003
Mills Dr		1.00	.0000	3	To:	J /0		US 1	O /0	J /0	'	0.000	•	0.004	10000	J	2000
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$\{17\}\{1\}$		0.48	37000	G	98 <u>%</u>	0%	1%	0%	1%	0%	F	0.077	F	0.624	40000	G	2003
→ →					To: From:			I-95									
		2.81			FIOII.	6		US 1	nnal trof	ffic volum	me oot	imates fo	r thic	segment.			
17 95	mhinad		101000	G	83%	ء 1%	ee 1-95 10 1%	1%	ומות החלות 14%	0%	me esi F	0.066	F	0.505	86000	G	
Co	munitied	i i aiii C.	10 1000	G	83% To:	1 70		edericksbu		U%	Г	0.000	г	0.505	00000	G	
Cit F.E. 1 · 1 · 1					ı		SCLTI	- Cacriersou	·n								
City of Fredericksburg					From:		SCL F	edericksbu	rg	1							
(17) (95)		0.89				S				ffic volui	me est	imates fo	r this	segment.			
	mbined		101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
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Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Fredericks	sburg			From:		CD 2									
	2.29			rioiii.	9	SR 3 ee I-95 for dired	etional tra	ffic volu	ma act	imates fo	r thic	coamont			
17 95	Combined Traffic:	140000	G	83%	1%	1% 1%	14%	0%	F	NA	1 11115	segment.	120000	G	
	Combined Trainic.	140000	G	To:	1 70	Stafford County		0%	Г	INA			120000	G	
				<u> </u>		Stariora County	Line	<u> </u>							
<u>potsylvania Cou</u> Bus	ntv			From:		US 17, SR 2 Ne	wnost	1							
17)	3.56	11000	G	91%	1%	2% 3%	3%	0%	С	0.084	F	0.567	11000	G	2003
)	-			т					_		-				
Bus				From:		88-1310									
17 }	0.97	21000	G	91%	1%	2% 3%	3%	0%	F	0.092	F	0.632	23000	G	2003
~				To:		ECL Fredericks	sburg								
ity of Fredericks	sburg														
Bus				From:		ECL Fredericks	sburg								
17 Dixon St	0.55	25000	G	94%	1%	1% 2%	3%	0%	С	0.085	F	0.561	27000	G	2003
~				To	R	camp from Rte. 3 C	Connector								
Bus Divon Ct	0.06	40000	_	000/	10/	10/ 00/	00/	00/	_	0.007	_	0.576	11000	_	2001
Dixon St	0.26	10000	G	98%	1%	1% 0%	0%	0%	С	0.097	F	0.576	11000	G	2003
Bus				To: From:		Charles St									
17 Dixon St	0.06	4700	G	98%	1%	1% 0%	0%	0%	F	0.089	F	0.623	5100	G	2003
11)	Combined Traffic:		G	98%	1%	1% 0%	1%	0%	F	NA	-		11000	G	
	Combined Halle.		3	- F	1 /0			J /0	•	11/1			. 1000	J	
Bus				From:		Princess Anne	e St								
Dixon St	0.06	2400	G	98%	0%	1% 0%	0%	0%	С	0.082	F		2600	G	2003
~	Combined Traffic:	8200	G	97%	1%	1% 0%	1%	0%	С	NA			8900	G	
				To:		Caroline St	į								
Bus			_	From:		Dixon Stree								_	
₁₇ Caroline St	treet 0.24	2400	G	98%	1%	1% 0%	0%	0%	С	0.083	F		2600	G	2003
~	Combined Traffic:	8200	G	97%	1%	1% 0%	1%	0%	С	NA			8900	G	
				To: From:		Layfayette Bl	vd	ŀ							
Bus Bus Care	dino St 0.39	E200	G	94%	2%	30/ 00/	0%	0%	F	0.084	_		5700	G	2003
17) [1] Caro	oline St 0.38	5300				3% 0%				0.084	F		5700	G	2000
	Combined Traffic:	12000	G	97%	1%	2% 0%	0%	0%	F	NA			13000	G	
Bus Bus				From:		Bus SR 3 Willia	ım St								
~~	oline St 0.51	5700	G	94%	2%	3% 0%	0%	0%	С	0.079	F		6100	G	2003
	Combined Traffic:		G	97%	1%	2% 0%	0%	0%	С	NA	-		16000	G	
	Combined Traine.	10000	J	To:	1 /0	Herndon St		070	O	INA			10000	J	
Bus Bus				From:		Caroline St									
17) (1) Hern	idon St 0.06	5400	G	94%	2%	3% 0%	0%	0%	F	0.076	F		5900	G	2003
\sim				To:		JS US 1 Par Prince									
Bus Bus			_	From-		BUS US 1 Par Her		201			_		40000		
17) { 1 } Princ	cess Anne St 0.70	12000	G	98%	0%	1% 0%	0%	0%	С	0.079	F	0.661	13000	G	2003
Pue -				To: From:		S 1 Jefferson Davis									
Bus	erson Davis Bl 0.11	31000	N	98%	<u>в</u>	1% 0%	Anne Ave 1%	0%	N	0.085	N	0.674	34000	N	2003
17) (1) Jeffe	ט פואסט ווטפיק U.II	31000	14	90% To:	U /0	NCL Fredericks		0 /0	IN	0.000	IN	0.074	J 4 000	IN	2000
Bus Charles Ch		E000	_	From:	40/	Dixon Stree		00/	^	0.000	_	0.550	0000	0	000
Charles Str		5800	G	97%	1%	1% 1%	1%	0%	С	0.089	F	0.553	6300	G	2003
-	Combined Traffic:	8200	G	97%	1%	1% 0%	1%		С	NA			8900	G	
				To:	Bus l	JS 1, Bus US 17 L	arayette Blv	u							
ootsvlvania Cou	ntv			-											
orth			_	From:	401	Caroline County		001	_	0.00=	_		00000	_	
95)	1.61	38000	G	84%	1%	1% 0%	13%	0%	F	0.065	F		32000	G	2003
. /	Combined Traffic:	79000	G	83%	1%	1% 1%	14%	0%	F	0.068	F	0.588	67000	G	
						00 (0(Th1	nura								
				From:		88-606 Thornb	uig								
	7.07	46000		From:	40/			00/		0.407	۸		40000	۸	2000
	7.97	46000	A	84%	1%	1% 0%	13%	0%	С	0.107	A	0.550	40000	A	2003
North 95	7.97 Combined Traffic:		A A	84% 83%	1% 1%		13% 14%	0% 0%	C C	0.107 0.101	A B	0.553	40000 80000	A A	2003

					Spor	Sylvalila	IVIAII ILEI I	ance An	ca							
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsvlvania Cou	untv			From:		HIC	1 110 17									
North	2.81	49000	G	84%	1%	1%	1; US 17 0%	13%	0%	F	0.066	F		42000	G	2003
95	Combined Traffic:		G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	2003
	Combined Trainc.	101000	G	To:	170		edericksb		076	Г	0.000	Г	0.303	00000	G	
C:4 f E l: - l	l															
City of Frederick North	KSDUrg			From:		SCL Fr	edericksb	urg	Ī							
95)	0.89	49000	G	84%	1%	1%	0%	13%	0%	F	0.066	F		42000	G	2003
	Combined Traffic:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
				To:			SR 3									
North			_	From:	101			100/	201	_		_				
95	2.29	74000	G	84%	1%	1%	0%	13%	0%	F	0.064	F		63000	G	2003
	Combined Traffic:	140000	G	83% To:	1%	1%	1% I County L	14%	0%	F	NA			120000	G	
				10.		Starrorc	County L	ine								
<u>Spotsvlvania Cou</u> South	untv			From:		Carolin	County I	ino								
95)	2.07	42000	G	82%	1%	2%	1%	14%	0%	F	0.075	F		35000	G	2003
93)	Combined Traffic:	79000	G	83%	1%	1%	1%	14%	0%	F	0.068	F	0.588	67000	G	
	Combined Traine.				170				0,0	•	0.000	·	0.000	0,000	Ū	
South				From:		88-600	5 Thornbu	rg								
(95)	7.27	46000	Α	82%	1%	2%	1%	14%	0%	С	0.103	Α		40000	Α	2003
\smile	Combined Traffic:	92000	Α	83%	1%	1%	1%	14%	0%	С	NA			80000	Α	
Courth				To: From:		US	1; US 17		-							
South	2.90	52000	G	82%	1%	2%	1%	14%	0%	F	0.065	F		44000	G	2003
95	Combined Traffic:		G	83%	1%	1%	1%	14%	0%	F	NA	•		86000	G	2003
	Combined Hame.	101000	G	To:	1 /0		edericksb		070	'	INA			00000	O	
C': CE 1 : 1								8								
City of Frederick South	KSDUrg			From:		SCL Fr	edericksb	urg								
95)	1.61	52000	G	82%	1%	2%	1%	14%	0%	F	0.065	F		44000	G	2003
	Combined Traffic:	101000	G	83%	1%	1%	1%	14%	0%	F	0.066	F	0.505	86000	G	
				To:			SR 3									
South	4.70	00000	_	From:	40/			4.40/	00/	_	0.000	_		F7000	_	0000
95	1.76	66000	F	82%	1%	2%	1%	14%	0%	F	0.086	F		57000	F	2003
	Combined Traffic:	140000	G	83% To:	1%	1%	1% I County L	14%	0%	F	NA			120000	G	
						Starioic	County L	line								
Spotsylvania Cou	untv			From:		Louisa	County Li	ine								
(208)	3.64	3800	G	94%	0%	1%	2%	3%	0%	F	0.09	F	0.508	3800	G	2003
200				To			20. (01									
	8.85	5700	G	From: 94%	0%	1%	2%	3%	0%	F	0.091	F	0.584	5700	G	2003
208	0.00	3700	·	J-70	070			370	070	'	0.001	•	0.504	3700	J	2000
	0.40	4400		From:	00/		38-648	00/	- 00/		0.000		0.044	4400		0000
208	2.43	4100	G	94%	0%	1%	2%	3%	0%	С	0.092	F	0.644	4100	G	2003
				From:			6 Snell P									
208	3.41	4100	G	94%	0%	1%	2%	3%	0%	F	0.082	F	0.676	4100	G	2003
				To: From:		8	30-608									
208	0.54	4100	N	94%	0%	1%	2%	3%	0%	Ν	NA			4100	Ν	2003
				To:		88-613 Sr	ootsylvania	аСН								
208	2.84	18000	G	94%	0%	1%	2%	3%	0%	F	0.077	F	0.574	18000	G	2003
208				To:												
	3.74	31000	G	94%	0%	1%	38-628 2%	3%	0%	F	0.086	F	0.648	34000	G	2003
208	3.14	3 1000	J	94 % To:	U /0		our Mile F		0 /0	1"	0.000	1.	0.040	34000	G	2003
				From:												
(500)	1.01	2200	G	<u> </u>	10/	Louisa 4%	County Li		Ω0/	C	0 000	F	0.560	2200	G	2003
522	1.01	4400	G	87%	1%		2%	6%	0%	С	0.088	۲	0.568	2200	G	2003
~~~				From:			38-612			_		_				
522	0.94	2000	G	87%	1%	4%	2%	6%	0%	F	0.088	F	0.504	2100	G	2003
<u> </u>				To:		Orange	County L	ine								

					Spot	syivania Main	teriarice /	nica .							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+A			ററ	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		Orange Coun	ty Line		l						
704	0.05	90	R						-	NA			NA		12/02/200
				To:		88-60	l								
	0.64	640	R	From:		88-613	3		ļ	NIA			NΙΔ		00/40/20/
600	0.64	640	ĸ	_					7	NA			NA		09/10/20
000	0.66	560	R	From:		0.64 MN 8	8-613			NA			NA		09/10/20
600	0.00	300		To:		00.70	`		1	IVA			INA		03/10/20
600	0.50	810	R	From:		88-690	)			NA			NA		09/10/20
000)				To:		88-62	l		]						
				From:		Louisa Coun									
601	1.84	630	G	92%	1%	4% 19	% 2%	0%	F	0.089	F	0.504	630	G	2003
				To: From:		88-622 NO			<u> </u>						
601)	3.21	910	G	92%	1%	4% 19	% 2%	0%	_ C	0.096	F	0.551	920	G	2003
	2.72	4400		From:	10/	88-614 NO 4% 19		00/	┝╤	0.004	F	0.550	1400		2002
601)	3.73	1400	G	92% To:	1%	4% 1° SR 208 SO		0%	F 1	0.094	Г	0.552	1400	G	2003
$\overline{}$				From:		SR 208 NC	RTH								
601)	1.59	1600	G	94%	1%	3% 09	% 2%	0%	С	0.088	F	0.536	1600	G	2003
	2.00	1000		From:	40/	88-721		00/	⊢_	0.400		0.040	1000		
601)	2.96	1200	G	94%	1%	3% 09	% 2%	0%	. F	0.103	F	0.613	1200	G	2003
	0.97	770	R	From:		88-612	2			NA			NA		10/03/20
601)	0.97	770	K						1	INA			INA		10/03/20
	1.92	690	R	From:		88-653	3			NA			NA		10/07/20
601)	1.32	030	IX	To:		00.655			1	INA			INA		10/01/20
601)	2.15	740	G	From: 94%	1%	88-652 3% 0°		0%	F	0.091	F	0.633	740	G	2003
601)				To:		88-65			<u>.                                    </u>						
601)	0.94	1400	G	94%	1%	3% 09		0%	F	0.084	F	0.661	1400	G	2003
				To:		88-608	3								
$\sim$				From:		Dead E	nd		j						
602)	1.71	580	R	To:		SR 20	0		1	NA			NA		10/07/20
				From:											
603)	0.70	900	R			Caroline Cou	nty Line		1	NA			NA		10/10/20
003				To		88-605			1						
603)	0.89	2900	G	From: 96%	0%	2% 19		0%	С	0.092	F	0.759	2900	G	2003
				To:		US 1									
$\sim$				From:		88-605	5								
604)	1.93	310	R	To:		Caralina Carr			1	NA			NA		10/10/20
				From:		Caroline Cou	•		l						
605	1.00	90	R			Dead E	na		1	NA			NA		10/08/20
003)				To:		88-622 E									
<u>—</u> _	2.42	GEO	В	From:		88-622 W	EST	-	]	NIA			NIA		10/09/20
605	2.42	650	R	To		88-738 NO	RTH		1	NA			NA		10/08/200
$\overline{}$				From:		88-738 SO									
(005)	1.95	720	R						_	NA			NA		10/10/20
(605)							2								
			_	From:	221	88-658			J _					_	
	3.38	1100	G	96%	0%	3% 19	% 1%	0%	F	0.096	F	0.769	1100	G	2003
(605) (605) (605)	3.38	1100 2100	G G		0%		% 1% 7		F C	0.096	F	0.769	1100 2100	G G	2003

					Spot	sylvania Mainten	iance An	ta							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-603		1							
(605)	0.26	590	R			88-003				NA			NA		10/10/2002
				To:		Caroline County	Line								
	2.67	710	G	94%	0%	88-608 3% 1%	2%	0%	F	0.086	F	0.631	710	G	2003
606	2.07	710	G	54 /0	0 76	88-612 WEST		0 /0	ı	0.000		0.031	710	G	2003
606)	0.93	1200	G	From: 94%	0%	3% 1%	2%	0%	F	0.089	F	0.570	1200	G	2003
				To: From:		88-612 EAST	,								
606)	3.80	760	G	94%	0%	3% 1%	2%	0%	F	0.089	F	0.676	760	G	2003
				From:		88-650					_				
606)	4.14	1300	G	94% To:	0%	3% 1% SR 208 WEST	2%	0%	С	0.093	F	0.638	1300	G	2003
				From:		SR 208; 88-73									
606)	3.15	6200	G	95%	0%	1% 1%	2%	0%	С	0.082	F	0.669	6300	G	2003
				From:	40/	88-617	00/	00/		0.004		0.000	2000		
(606)	1.41	8200	G	94%	1%	2% 1%	3%	0%	С	0.084	F	0.668	8200	G	2003
606	0.51	10000	G	From: 95%	0%	US 1 1% 1%	3%	0%	С	0.079	F	0.646	10000	G	2003
(606)	0.51	10000	G	33 /0	0 70		370	0 70	C	0.073	•	0.040	10000	J	2003
606)	1.00	1800	G	91%	1%	I-95 3% 2%	3%	0%	С	0.091	F	0.506	1800	G	2003
000				To:	.,,	Caroline County				0.00	•	0.000			
				From:		US 1									
607	1.20	1300	R							NA			NA		10/21/200
				To: From:		88-633									
607)	2.30	530	R	To:		Caroline County	Line			NA			NA		10/21/2002
				From:		Orange County I		1							
608)	1.04	1400	G	96%	0%	2% 0%	1%	0%	F	0.108	F	0.513	1500	G	2003
				To- From:		88-606									
608	6.02	940	G	96%	0%	2% 0%	1%	0%	F	0.097	F	0.635	940	G	2003
				To: From:		88-612 WEST									
608)	0.28	2000	G	96%	0%	2% 0%	1%	0%	С	0.089	F	0.735	2000	G	2003
	4.05	4000		To: From:		88-612 EAST	`			NIA.			NIA		40/00/000
608)	1.85	1300	R	_						NA			NA		10/22/2002
	2.01	1900	R	From:		88-649 WEST	[			NA			NA		10/22/2002
(608)	2.01	1500		To:		88-693				11/-1			IVA		10/22/2002
608)	1.65	2100	R	From:		88-093				NA			NA		10/22/2002
000				To		88-747									
608)	0.36	2800	R	From:		00 7 17				NA			NA		10/22/2002
				To- From:		88-648									
608	1.17	6600	G	96%	1%	2% 1%	0%	0%	С	0.081	F	0.644	6700	G	2003
				To: From:		88-613 Gap Term SR 208 Gap Term									
608)	3.88	2500	G	91%	1%	3% 4%	1%	0%	F	0.111	F	0.716	2500	G	2003
$\overline{}$				To: From:		88-628									
608	1.07	7600	G	91%	1%	3% 4%	1%	0%	С	0.105	F	0.677	7700	G	2003
_				To: From:		US 1									
608	2.56	5000	G	96%	0%	2% 1%	1%	0%	С	0.101	F	0.594	5100	G	2003
<u> </u>				From:		88-668									
608 Massaponax Church F	Rd 1.97	2000	G	96%	0%	2% 1%	1%	0%	F	0.102	F	0.597	2000	G	2003
				To:		US 17 W; 88-7	36								

					Opol	Syrvariia iviairileria		ca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County															
O 5	0.05		_	From:	00/	US 17 E; 88-76		00/	_	0.000	_	0.040	0000	_	0000
608 Benchmark Rd	2.65	2900	G	96%	0%	2% 1%	1%	0%	F	0.096	F	0.646	3000	G	2003
				10.		US 17 BUS									
_				From:		Caroline County L	ine								
(609)	1.86	1900	R							NA			NA		10/21/2002
				To:		US 17 BYPASS	S								
			_	From:		US 17									
609	1.51	1600	R	. —						NA			NA		10/21/2002
				To:		US 17 BUS									
				From:		Culpeper County I	ine								
610	3.90	2100	G	94%	1%	3% 0%	1%	0%	С	0.087	F	0.702	2100	G	2003
				To		88-616									
	0.98	4300	G	94%	1%	3% 0%	1%	0%	F	0.08	F	0.704	4300	G	2003
610	0.50	4000	٠	J+70	1 70	370 070	1 70	070	'	0.00	'	0.704	4300	O	2000
				From:		SR 3 WEST									
610	1.85	2500	G	97%	0%	2% 1%	1%	0%	С	0.094	F	0.555	2600	G	2003
				To:		88-612		1.							
(40)	2.85	11000	G	96%	1%	2% 1%	1%	0%	С	0.077	F	0.682	11000	G	2003
610	2.03	11000	G	30 /0	1 /0		1 /0	0 70	C	0.077	'	0.002	11000	O	2003
				From:		88-620 EAST									
610	0.21	2900	G	96%	1%	2% 1%	1%	0%	F	0.086	F	0.526	3200	G	2003
				To		88-627		1.							
640	0.51	5300	G	96%	1%	2% 1%	1%	0%	F	0.086	F	0.550	5800	G	2003
610	0.51	5500	٠	To:	1 70	SR 3 EAST	1 70	070	'	0.000	'	0.550	3000	O	2000
				From:		Dead End									
611)	0.35	170	R							NA			NA		09/10/2002
				To		88-682									
611)	0.20	230	R	From:		00 002				NA			NA		09/10/2002
611)	0.20														00/ 10/200
				From:		88-621									
611)	1.10	270	R							NA			NA		09/10/2002
				To:		Orange County Li	ne								
				From:		Orange County Li	ne								
612	1.46	620	R							NA			NA		10/03/2002
				To:		LIG 522									
	2.53	400	G	91%	1%	US 522 3% 3%	2%	0%	_	0.007	F	0.548	400	G	2002
612	2.55	400	G	9170 To:	170	88-719 WEST	270	0%	F	0.087	Г	0.546	400	G	2003
				From:		88-719 WEST 88-719 EAST									
	0.38	820	G	91%	1%	3% 3%	2%	0%	С	0.088	F	0.568	820	G	2003
612	0.50	020	G	3170	1 70		2.70	0 70	C	0.000	'	0.500	020	O	2003
				From:		88-663									
(612)	3.87	650	G	91%	1%	3% 3%	2%	0%	F	0.082	F	0.516	650	G	2003
				To		88-601									
(612) (612)	3.18	630	G	91%	1%	3% 3%	2%	0%	F	0.092	F	0.639	630	G	2003
(612)	3.10	000	٠	To:	1 70	88-606 WEST	2 /0	070	'	0.002	'	0.000	000	O	2000
				From:		88-606 EAST									
612	4.14	720	G	96%	0%	2% 1%	1%	0%	F	0.091	F	0.783	730	G	2003
612)				To:	070	88-608 WEST	170		•	0.001	•	0.700	700	Ŭ	2000
				From:		88-608 EAST									
612	3.24	1600	G	96%	0%	2% 1%	1%	0%	F	0.08	F	0.706	1600	G	2003
612			-	To:		88-613 SOUTH			-					-	
				From:		88-613 NORTH									
612	4.30	3300	G	96%	0%	2% 1%	1%	0%	С	0.080	F	0.635	3300	G	2003
0.2				To:		88-610			-					-	
				From:				!							
$\bigcirc$	4.00	0000	_		407	SR 208	407	00/	^	0.000	_	0.000	0000	_	0000
613)	1.63	3600	G	95%	1%	3% 1%	1%	0%	С	0.086	F	0.628	3600	G	2003
				To: From:		88-648		ļ.							
613)	3.25	4100	G	95%	1%	3% 1%	1%	0%	F	0.085	F	0.621	4100	G	2003
013	5.25		-	To:	.,,	88-623	. , •		•	2.300	•			_	
						30-023									

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Route	Length	AADT	QA	4Tire	Bus		Trι 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:			88-623		-							
613)	3.73	2300	G	95%	1%	3%	1%	1%	0%	F	0.086	F	0.526	2300	G	2003
613)	3.33	2400	G	95% _{To:}	1%	3%	1% SR 3	1%	0%	F	0.089	F	0.571	2400	G	2003
				From:			ead End									
614)	0.20	8	R	т							NA			NA		10/08/2002
614)	1.30	230	R	From:			8-1520 01 NORTH	r	•		NA			NA		10/08/2002
614)	1.60	450	R	From:			01 SOUTH				NA			NA		10/08/2002
<u>614</u>	1.57	420	R	From:		8	88-657				NA			NA		10/08/2002
				From:		8	8-1797									
614)	0.20	500	R								NA			NA		10/08/2002
614)	0.43	600	R	From:		0.20 N	ME 88-179	7			NA			NA		10/08/2002
<u>(614)</u>	1.95	790	R	To: From:		8	88-656				NA			NA		10/08/2002
014)				To:		8	38-738									
	0.45	740		From:		8	88-610				NIA			NIA		00/04/2002
615)	0.45	740	R	To:			20.752				NA			NA		09/04/2002
615)	0.47	550	R	From:			88-753				NA			NA		09/04/2002
<u>(615)</u>	1.10	310	R	From:		0.47	MN 88-753	3			NA			NA		09/04/2002
(013)				To		D	ead End									
(616)	2.29	1800	R	From:		8	88-610				NA			NA		09/04/2002
				To:			88-620									
(617)	1.80	340	R	From:		8	88-605				NA			NA		10/21/2002
	1.20	1000	R	From:		8	88-645				NA			NA		10/10/2002
<u>(617)</u>	1.20	1000	K	To:		8	88-606				INA			INA		10/10/2002
	0.70	4400		From:			SR 3				NIA			NIA		40/47/0000
618	0.76	1100	R	To:		0	0.1700				NA			NA		10/17/2002
(618)	0.14	1400	R	From:		8	8-1790				NA			NA		10/17/2002
	0.05	1400	R	From:		0.14 N	ME 88-179	0	-		NA			NA		10/17/2002
618)	0.03	1400	K	To:		0	8-1794				INA			INA		10/11/2002
618	0.38	1200	R	From:					[		NA			NA		10/17/2002
618)	0.82	1100	R	To: From:		8	8-1736		}		NA			NA		10/17/2002
	1.47	1600	R	To: From:		{	88-620				NA			NA		10/17/2002
618)	1.71	.000		To:		Q	8-1740				14/7			14/7		10, 11,2002
618)	0.67	2000	R	From:		8	0-1/40				NA			NA		10/17/2002
(618)	1.14	2100	R	From:		8	8-1737		-		NA			NA		10/17/2002
				To:		8	8-1750									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:				TTTGII	ZIIGII		1 actor		1 actor			
618)	1.33	2200	R			88	3-1750				NA			NA		10/17/2002
				To: From:		1.33 M F	RM 88-1	750								
618	0.91	2500	R	To		8	8-639				NA			NA		10/17/2002
				From:		8	8-620									
619	1.25	710	R	To		De	ad End				NA			NA		10/22/2002
	2.22	400	_	From:			3-1033									10/00/000
619	0.30	130	R	To:		Cul	-de-Sac				NA			NA		10/22/2002
				From:		8	8-610									
620	1.24	810	R								NA			NA		09/04/2002
620	0.74	180	R	From:		88	3-1733				NA			NA		09/04/2002
020				To:		0.74 M	IE 88-173	3								
620	1.80	180	R								NA			NA		09/04/2002
	1.02	470	R	From:		8	8-616				NΙΔ			NIA		10/17/2002
620	1.92	170	K	To		0	8-618				NA			NA		10/17/2002
620	2.65	970	R	From:		0	0-010				NA			NA		10/17/2002
				To: From:			3 WEST 3 EAST									
620	0.49	3700	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.620	4000	G	2003
				From:			8-627					_				
620	0.59	10000	G	99%	0%	0%	0%	0%	0%	F	0.097	F	0.599	11000	G	2003
620	1.09	13000	G	From: 99%	0%	0%	8-706 <b>0%</b>	0%	0%	F	0.095	F	0.586	14000	G	2003
				To: From:		88-63	39 WEST									
620	1.73	14000	G	99%	0%	0%	0%	0%	0%	С	0.098	F	0.68	15000	G	2003
	0.92	14000	G	From: 99%	0%	0%	3-1344 0%	0%	0%	F	0.098	F	0.684	16000	G	2003
620	0.02	14000		To	070		US 1	070			0.000		0.004	10000		
(620)	0.18	4600	G	98%	0%	0%	0%	1%	0%	С	0.087	F	0.592	5000	G	2003
				To: From:			1 BUS County Li	ino								
621)	1.60	1700	R			Orange	County Li	ine			NA			NA		09/10/2002
				To: From:			8-611									
621)	3.30	3000	G	92%	1%	4%		1%	0%	С	0.082	F	0.665	3000	G	2003
621)	2.10	6100	R	From:		8	8-613				NA			NA		09/10/2002
				To:		Š	SR 3									
633	0.95	160	R	From:		De	ad End				NA			NA		10/08/2002
622)	0.55	100		To:		8	8-601				INA			14/-		10/00/2002
622	1.20	1300	R	From:			0 001				NA			NA		10/08/2002
	4.00	242	_	From:		88-60	05 WEST									10/10/0000
622	1.60	840	R	To:		8	8-738				NA			NA		10/10/2002
				From:			8-613									
623	0.90	40	R	To:		0	8-612				NA			NA		10/22/2002
				From:			8-613		1							
624	2.10	900	R								NA			NA		10/22/2002
				To:		8	8-612									

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Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			( )( :	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		D	ead End		1							
625	0.50	1000	R								NA			NA		09/12/2002
_	1.00	2000	R	To: From:			88-714				NA			NA		09/12/2002
625)	1.00	2000		To		1	88-674				11/-3			IVA		03/12/2002
$\bigcirc$	0.44	0000	_	From:			88-610				NIA			NIA		00/40/0000
626)	0.41	8200	R	To			SR 3				NA			NA		09/12/2002
				From:		:	88-613									
627)	1.45	3100	G	98%	0%	1%	1%	1%	0%	F	0.099	F	0.651	3100	G	2003
	2.07	3900	G	From: 98%	0%	1%	38-732 1%	1%	0%	F	0.092	F	0.665	4000	G	2003
627)				To- From:			88-628									
627)	0.91	12000	G	98%	0%	1%	1%	1%	0%	F	0.088	F	0.581	12000	G	2003
	4.40	44000		From:	00/		88-674	40/	00/		0.005		0.07	45000		0000
627)	1.42	14000	G	98%	0%	1%	1%	1%	0%	С	0.085	F	0.67	15000	G	2003
(627)	0.12	12000	G	98%	0%	1%	38-620 1%	1%	0%	F	0.089	F	0.625	13000	G	2003
				To:			88-610									
(629)	1.80	6500	R	From:		:	88-608				NA			NA		09/16/2002
628				To:			88-639		1							
628)	1.50	7700	R	From:							NA			NA		09/16/2002
				From:	101		SR 208	10/	20/							
628	1.60	8300	G	93%	1%	2%	4%	1%	0%	С	0.091	F	0.553	9000	G	2003
628)	0.91	5200	G	From: 93%	1%	2%	8-1157 <b>4%</b>	1%	0%	F	0.097	F	0.532	5200	G	2003
				To:		1	88-627									
	0.56	3000	R	From:		:	88-628				NA			NA		1995
629	0.50	3000		To:		9	SR 208				INA			INA		1995
$\sim$				From:		:	88-655									
630	0.38	20	R	To:			SR 208		1		NA			NA		1999
_				From:			SR 208									
631	0.05	800	R								NA			NA		1999
(24)	0.16	650	R	From:			88-742				NA			NA		1999
(631)	0.10			To:		9	SR 208				INA			IVA		1000
$\overline{}$				From:		US	1 SOUTH									1010110000
632	1.00	490	R								NA			NA		10/21/2002
(632)	0.12	300	R	From:		1.00	MN US 1		ľ		NA			NA		10/21/2002
002				To:		Dead End	; Gap Ten	minus	ļ							
632)	0.96	90	R								NA			NA		10/21/2002
<u> </u>				From:			S 1 MID 1 NORTH									
632	3.40	950	R	To:			88-608				NA			NA		10/21/2002
				From:			88-607		<u></u>							
(633)	1.40	1000	R	<u> </u>							NA			NA		10/21/2002
				To: From:			88-608									
634)	2.60	150	R	riont.			88-607				NA			NA		10/21/2002
				To:		:	88-608									

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Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:			88-606									
645)	1.20	550	R								NA			NA		10/10/2002
	0.85	660	R	To: From:			88-646				NA			NA		10/10/2002
645)	0.63	000	N.	To:		0.85	MS 88-646	5			INA			INA		10/10/2002
645)	0.25	750	R	From:				,			NA			NA		10/10/2002
				To: From:			88-617									
646)	3.48	270	R	FIOII.			88-605				NA			NA		10/10/2002
				To:			88-645									
	0.10	110	R	From:		Ε	Dead End				NA			NA		10/10/200
647)	0.10	110	ĸ	To:			88-605				INA			INA		10/10/200
647)	3.80	450	R	From:			88-003				NA			NA		10/10/2002
<u> </u>				To:			88-738									
649	2.26	180	R	From:			88-738				NA			NA		10/08/2002
648)	2.20	100		To:		2 26	MN 88-73	8			147 (			1471		10/00/2002
648)	1.15	450	R	From:		2.20	1711 00 75	0		ı	NA			NA		10/08/2002
				From:			SR 208									
648)	2.94	5400	G	94%	2%	3%	1%	1%	0%	С	0.09	F	0.614	5400	G	2003
	1.12	1500	G	From: 94%	2%	3%	88-608 1%	1%	0%	F	0.092	F	0.625	1500	G	2003
648)				To:			88-613	.,,	0,0		0.002	•	0.020			
$\bigcirc$	4.40		_	From:			88-606									40/00/000
649	1.10	750	R							1	NA			NA		10/22/2002
649	1.20	860	R	From:			88-703				NA			NA		10/22/2002
<u></u>				To: From:			608 WEST									
(649)	2.30	480	R	FIOIII.		88-	608 EAST				NA			NA		10/22/2002
0.10				To:			88-612									
	1.30	430	R	From:			88-733				NA			NA		10/07/2002
650	1.50	430	ĸ	To:			88-606				INA			INA		10/01/2002
				From:		Orange	e County Li	ine								
(651)	0.10	390	R								NA			NA		10/07/2002
(F1)	0.25	60	R	From:			88-601				NA			NA		10/07/2002
(651)	0.20			То:		Ε	Dead End				107					10/01/2002
			_	From:			88-719									
(652)	1.00	460	R	. –						i	NA			NA		10/03/2002
652)	2.10	420	R	From:		88-6	53 SOUTH	I			NA			NA		10/03/2002
(652)				To:			88-601									
	1.00	200	В	From:		Orange	e County Li	ine			NIA			NIA		10/02/2022
653)	1.90	200	R	To:		88-6	52 NORTH	I			NA			NA		10/03/2002
	4 70	242		From:			52 SOUTH				NIA			NI A		10/02/222
(653)	1.70	310	R	To:			88-601				NA			NA		10/03/2002
_				From:			88-612									
654)	0.55	100	R	, F			00.1515			i	NA			NA		10/03/2002
				To:		-	88-1545									

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Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:				1							
(654)	0.03	4	R	From:		88-1545				NA			NA		10/03/2002
(654)	0.00	•		To:		Dead End									.0,00,200
				From:		SR 208									
655	1.78	260	R							NA			NA		10/07/2002
				From:		88-643									
655	1.45	250	R	To:		88-601		1		NA			NA		10/07/2002
				From:				<u>_</u>							
656	2.77	200	R			88-614				NA			NA		10/07/2002
				To:		2.77 MN 88-6	14								
(656)	0.13	390	R	From:		2.77 14114 00-0	14			NA			NA		10/07/2002
				To		88-691		<u> </u>							
(656)	2.30	590	R	From:						NA			NA		10/07/2002
				To:		SR 208									
$\bigcirc$				From:		88-614									
657	3.40	210	R	To:		88-738				NA			NA		10/08/2002
				From:		Hanover County	Lina								
658	3.10	500	R			Hanover County	Line			NA			NA		10/10/2002
658				To:		88-738 WES	Т								
	0.00	222	•	From:	40/	88-738 EAS		00/	0	0.44	_	0.575	000	0	0000
658	2.00	360	G	99% To:	1%	0% 0% 88-605	0%	0%	С	0.11	F	0.575	360	G	2003
				From:		SR 208									
(659)	2.80	60	R			SK 206				NA			NA		10/07/2002
000				To:		88-606									
				From:		88-634									
(660)	0.70	90	R	_						NA			NA		10/21/2002
				To:		Dead End									
	0.30	1200	R	From:		Dead End				NA			NA		1995
661)	0.50	1200	IX.	т		****				INA			INA		1995
661)	0.31	1800	R	From:		US 1				NA			NA		1995
(001)	0.0.		• •	To:		US 1 BUS									
				From:		88-669									
(662)	1.92	90	R							NA			NA		10/10/2002
				To:		88-658									
	0.97	280	R	From:		Dead End				NA			NA		10/03/2002
663	0.97	200	K	To:		88-612				INA			INA		10/03/2002
				From:		88-601		i							
664)	1.10	80	R	-						NA			NA		10/07/2002
				To:		88-680									
				From:		88-601									
665	0.60	370	R							NA			NA		10/08/2002
	4 10	000		From:		0.60 ME 88-6	01			<b>N14</b>			N1 A		40/00/0000
665	1.40	230	R	To:		Dead End				NA			NA		10/08/2002
				From:		Dead End Dead End		<u>L</u>							
666	0.57	30	R	"L		Dead End				NA			NA		10/10/2002
000				To:		88-658									
				From:		88-601									
(667)	0.80	140	R	_						NA			NA		10/07/2002
				To		0.80 MS 88-6	01								

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Factor	AAWDT QV	V Year
Spotsylvania County				From:	0.80 MS 88-601	<u> </u>		
(667)	0.41	20	R			NA	NA	10/07/2002
				To:	Cul-de-Sac			
<u></u>	2.84	300	R	From:	88-608	] NA	NA	10/21/2002
668	2.04	300	IX.	To:	Caroline County Line		INA	10/21/2002
				From:	Caroline County Line			
669	0.27	110	R			NA	NA	10/10/2002
				From:	0.27 MN 16-669			
669	0.33	120	R			NA -	NA	10/10/2002
	1.39	190	R	From:	88-662	NA NA	NA	10/10/2002
669	1.39	190	K			1N/A 1	NA	10/10/2002
(660)	0.81	250	R	From:	1.39 MN 88-662	NA NA	NA	10/10/2002
669	0.01	200		To:	88-738 SOUTH	]	101	10/10/2002
$\bigcirc$	4.45	40		From:	88-738 NORTH			40/40/0000
669	1.15	40	R	To:	Caroline County Line	NA 1	NA	10/10/2002
				From:	88-738			
670)	1.65	420	R		00-730	I NA	NA	10/10/2002
				To:	88-605			
				From:	SR 208			
(671)	0.41	510	R	To:	00.4004	NA 1	NA	09/25/2002
				From:	88-1031			
(672)	0.44	240	R	FIOIII.	88-608	I NA	NA	10/21/2002
(672)	0.11	0	• • •	To:	Dead End			10/21/2002
				From:	88-628			
673)	0.30	3500	R	-		NA	NA	1995
<u> </u>				From:	88-1154	]		
673)	0.68	3600	R			NA	NA	1995
				From:	88-1100			
673	1.20	4800	R	To:	88-620	NA 1	NA	1995
				From:	88-610			
(674)	0.50	3700	R	<u>L</u>	00 010	NA	NA	09/17/2002
				To	88-625			
674)	0.60	3500	R	FIOII.		NA	NA	09/18/2002
<u> </u>				From:	0.60 M FRM 88-625	]		
(674)	0.90	5200	R	_		NA	NA	09/18/2002
				To:	88-627			
(0.75)	1.00	1000	R	From:	SR 3	J NA	NA	1999
675)	1.00	1000		To:	Dead End		INA	1000
				From:	88-613			
676	0.90	220	R			NA	NA	1999
				To:	Dead End			
	0.23	620	R	From:	Dead End	] NA	NA	09/25/2002
677)	0.23	320	11	To:	US 1	110	INC	0012012002
				From:	88-605			
(678)	3.03	620	R			NA	NA	1999
				To:	Dead End	<u> </u>		
$\bigcirc$	4.10	046		From	Caroline County Line	NIA.	b i A	40/40/2222
679	1.10	310	R	To:	88-738	NA 1	NA	10/10/2002
					00-730			

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra	ail 2Trail	- QC K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-664							
680	1.20	300	R	<u> </u>		00 00 .		NA			NA		10/07/2002
				To: From:		1.20 MN 88-664							
680	1.00	470	R	To:		88-601		NA I			NA		10/07/2002
				From:		US 1 BUS							
681)	0.12	1100	R					NA			NA		1986
	0.12	920	R	To: From:		88-1201		NA			NA		1986
(681)	0.12	920	K	To		88-1204; 88-1219		INA			INA		1900
(681)	0.13	840	R	From:		00-1204, 00-1217		NA			NA		1986
				To: From:		88-1222							
681)	0.06	670	R					NA			NA		1986
	0.03	130	R	From:		88-1220		NA			NA		1986
681)	0.03	130	IX.	To:		88-9393	1	INA			INA		1900
(681)	0.08	160	R	From:		88-7373		NA			NA		1995
				To:		88-1370							
	0.95	70	R	From		88-611		NA			NA		09/10/2002
682	0.93	70	IX.	To:		Dead End		INA			INA		09/10/2002
				From:		Dead End							
683	0.17	20	R					NA			NA		1999
<u></u>	0.30	30	R	From:		88-698		NA			NA		1999
683	0.30	30	K	To:		Dead End		INA			INA		1999
				From:		88-608							
684	0.65	240	R					NA			NA		1999
	0.95	140	R	From:		88-754		NA			NA		1999
684)	0.93	140	K	To:		Dead End		INA			INA		1999
				From:		Dead End							
685	0.45	150	R	To:		88-648		NA			NA		10/22/2002
				From:		US 1							
(686)	0.16	140	R					NA			NA		08/05/2002
				To:		US 1 BUS							
(697)	1.20	60	R	From:		88-653		NA NA			NA		10/03/2002
687)	1.20			To:		Orange County Line							10/00/2002
$\sim$				From:		SR 3							
688	1.01	440	R	To:		Dead End		NA I			NA		09/03/2002
				From:		88-601							
(689)	0.30	40	R					NA			NA		10/08/2002
				To:		Dead End							
690	0.40	80	R	From:		Dead End		l NA			NA		09/09/2002
			-	To-		0.40 MN Dead End		<u> </u>			-		
(690)	0.60	120	R					NA			NA		09/10/2002
				To:		88-600							
691)	1.51	170	R	From:		88-656		NA NA			NA		10/07/2002
031)		•		To:		SR 208		1.0.					3.32002
<u></u>	·											_	

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dii Pactor Fact	$\Lambda \Lambda \Lambda \Lambda \Lambda \Pi T = \Omega \Lambda \Lambda \Lambda$	Year
Spotsylvania County				From:				
692	0.75	60	R	rioin.	Dead End	I NA	NA	10/22/2002
032				To	88-608			
$\bigcirc$				From:	88-608			10/00/000
693	0.40	30	R	To:	Dead End	NA I	NA	10/22/2002
				From:	SR 3			
694)	0.35	2900	R			NA	NA	09/03/2002
				To: From:	88-745			
694)	0.13	1900	R			NA	NA	09/03/2002
	0.07			From:	88-1160			00/00/0000
694)	0.37	270	R	To:	Dead End	NA I	NA	09/03/2002
				From:	US 1			
695)	0.16	750	R	<u></u>	CS 1	NA	NA	08/05/2002
				To:	US 1 BUS			
$\bigcirc$			_	From:	Dead End			40/07/0000
696)	1.10	60	R	To:	88-606	NA I	NA	10/07/2002
				From:	Dead End			
697)	0.50	480	R		2000	NA	NA	10/22/2002
				To:	88-613			
	0.10	90	_	From:	US 17 BUS	NIA	NIA	1000
698)	0.10	80	R	To:	88-683	NA I	NA	1999
				From:	Caroline County Line			
699	0.96	270	R			NA	NA	10/10/2002
				To:	88-605			
	0.20	660	R	From:	US 17 BUS; ECL Fredericksburg	NA	NA	10/29/2002
700	0.20	000	K	To:	Dead End	INA	IVA	10/29/2002
				From:	Dead End			
(701)	0.70	50	R			NA	NA	10/07/2002
				To:	SR 208			
(700)	0.90	110	R	From:	88-606	l NA	NA	10/31/2002
702	0.50	110		To:	Dead End	14/-1	IVA	10/01/2002
_				From:	Dead End			
703	0.20	70	R			NA	NA	10/22/2002
				To:	88-649			
(704)	1.05	150	R	From:	88-605	I NA	NA	10/31/2002
704)				To:	Dead End			
				From:	Dead End			
705)	0.50	170	R	To:	00.600	NA I	NA	10/22/2002
				From:	88-608			
706)	0.65	1600	G	98%	88-620 0% 2% 0% 0% 0%	l C 0.094 F 0.50	09 1700 G	2003
				To:	88-610			
$\overline{}$				From:	SR 3			
707)	0.40	230	R			NA -	NA	09/03/2002
	0.00	270		To: From:	0.40 MN SR 3	NΑ	NIA	00/02/2022
707)	0.06	370	R	To:	Dead End	NA I	NA	09/03/2002
					Dona Dilu			-

					Spotsylvania Maintenance Area	- K	Dir		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT	QW Year
Spotsylvania County				From:	SR 3				
(708)	0.18	120	R		SAC S	NA		NA	09/03/2002
				To-	Dead End				
	0.54	230	R	From:	Dead End	NA		NA	10/31/2002
709	0.54	230	ĸ	To:	88-648	INA		NA	10/31/2002
				From:	SR 3				
(710)	0.16	4100	R			NA		NA	1995
				To: From:	38-1115 88-1115				
710	0.16	1400	R		00-1113	NA		NA	1986
				To	88-1130				
710)	0.27	1300	R	From:	00-1150	NA		NA	1986
				To:	88-1133				
710	0.11	70	R	From:	33 1111	NA		NA	1986
				To:	Dead End				
$\sim$				From:	88-1590				
711)	0.11	580	R			NA		NA	1995
	0.04	100	_	From:	SR 208				1000
711)	0.31	400	R			NA		NA	1986
$\bigcirc$	0.07	440		From:	88-746				1000
711)	0.27	140	R	То:	Dead End	NA		NA	1986
				From:	SR 208				
(712)	0.40	160	R	<u> </u>	SIC 200	NA		NA	10/07/2002
				To:	Dead End				
				From:	Dead End				
713	1.41	160	R	т	20.524	NA		NA	10/08/2002
				To: From:	88-601				
744	0.36	450	R	From:	Dead End	NA		NA	09/12/200
714)	0.00	400		To:	0261010 15 1	14/1		14/ (	00/12/200/
(714)	0.34	600	R	From:	0.36 MN Dead End	NA		NA	09/12/2002
(714)	0.0 .			To:	88-625				00/ 12/200
				From:	88-648				
(715)	0.50	320	R			NA		NA	10/31/2002
				To:	Dead End				
	0.28	320	R	From:	US 1 BUS	NA		NA	08/27/2002
716	0.20	320	IX		1	INA		INA	00/21/2002
(746)	0.05	110	R	From:	88-1219	NA		NA	08/27/2002
(716)	0.00		• • •	To:	88-1203	101		14/	00/21/2001
				From:	Dead End				
718)	0.60	140	R			NA		NA	1999
				To-	SR 208				
	0.00	200	_	From:	Orange County Line	NIA		NIA	40/02/2004
719	2.83	260	R	_		NA		NA	10/03/2002
<del></del>	1.83	750	R	From:	88-652	NA		NA	10/13/2002
719	1.00	100	17	т —	00 (10 F) CT	INA		IN/A	10/13/2002
710	1.18	1100	R	From:	88-612 EAST	NA		NA	10/03/2002
719)				To:	Louisa County Line	11/-1			10/00/2002
				From:	Dead End				
720	0.25	20	R	_		NA		NA	08/21/2002
				To-	SR 208				

					Spotsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Facto	r QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:	88-601						
(721)	4.01	80	R			NA			NA		10/07/2002
				To	88-612						
$\bigcirc$				From:	88-606						
722	0.82	500	R			NA			NA		09/16/200
				From:	88-1430						00//0/000
(722)	80.0	40	R	To:	Dead End	NA			NA		09/16/200
				From:							
722)	0.92	120	R	110	Dead End	l NA			NA		10/03/200
723	0.02	0	•••	To:	88-612	100					10/00/200
				From:	Dead End						
724)	0.50	10	R			NA			NA		10/10/200
				To-	88-658						
$\overline{}$				From:	Dead End						
725	0.70	110	R	To:	00.613	NA			NA		10/22/200
					88-613						
	0.65	60	R	From:	SR 208	l NA			NA		10/07/200
726	0.03	00	K	To:	88-601	INA			INA		10/07/200
				From:	Dead End						
727)	0.20	40	R		Dette Ente	NA			NA		1999
				To:	US 17 BUS						
_				From:	Dead End						
728	0.65	120	R			NA			NA		10/07/200
				To:	88-650						
$\bigcirc$	2.42			From:	US 1						00/0=/000
729	0.19	830	R	To:	US 1 BUS	NA I			NA		08/05/200
				From:							
720	0.16	110	R		US 1	NA NA			NA		08/05/200
730	00		•••	To:	US 1 BUS						00,00,200
				From:	88-627						
732	0.30	30	R			NA			NA		10/22/200
				To:	Dead End						
$\bigcirc$				From:	SR 208 SOUTH						40/0=/000
733	0.68	360	R	To:	SR 208 NORTH	NA			NA		10/07/200
				From:							
(724)	0.80	340	R	r rom.	SR 3	NA NA			NA		10/22/200
734)	0.00	0.0	•••	To:	88-735						
				From:	88-639						
735)	0.09	400	R			NA			NA		10/22/200
				To:	88-734						
				From:	US 17; 88-608						
736 Eagle Dr	0.05	2000	R			NA			NA		10/22/200
				From:	88-635						
736	0.36	70	R	т	D. IE.	NA			NA		10/21/200
				To:	Dead End						
700	1.98	1500	G	94%	Caroline County Line 1% 3% 0% 2% 0%	F 0.092	: F	0.581	1500	G	2003
738	1.30	1500	3	J- <b>T</b> /0		ı 0.092		0.501	1300	J	2000
<u></u>	2.97	1500	G	From: 94%	88-658 EAST 1% 3% 0% 2% 0%	C 0.089	F	0.507	1500	G	2003
738	2.91	1900	G	J470		C 0.089	, ,	0.507	1500	G	2003
				From:	88-605 NORTH						
<del></del>	3.83	2000	G	94%	1% 3% 0% 2% 0%	F 0.097	F	0.67	2100	G	2003

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Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				Parameter 1		00.640		-							
	1 7/	2000	G	From:	10/	88-648	20/	0%	_	0.004	_	0 690	2000	0	2002
738)	1.74	3000	G	94%	1%	3% 0%	2%	0%	F	0.084	F	0.689	3000	G	2003
_				From:		88-647									
738	2.01	3500	G	97%	0%	2% 0%	1%	0%	С	0.082	F	0.679	3500	G	2003
				To:		SR 208; 88-60	06								
				From:		88-620									
739	0.03	360	R							NA			NA		07/31/200
				To: From:		88-1200		-							
739	0.31	290	R							NA			NA		07/31/20
				To:		88-610									
_				From:		Dead End									
740	0.05	930	R							NA			NA		09/03/20
				To:		88-741									
740	0.04	20	R	From:		00 7.11				NA			NA		09/03/20
740				To:		SR 3									
				From:		88-740		Ī							
741	0.02	1100	R	<u> </u>		88-740				NA			NA		09/03/20
741)	0.02		••	To:		SR 3							1.0.		00,00,20
				From:		88-667		1							
742)	0.54	130	R	<u> </u>		88-007				NA			NA		1999
742)	0.54	100		To:		Cul-de-Sac				INA			INA		1000
				From:				1							
	0.79	1800	R	r toin.		Dead End				NA			NA		09/17/20
743)	0.79	1000	K	To:		88-610				INA			INA		09/1//20
								l							
			_	From:		88-620									0=1011001
744)	0.26	140	R	Total		00.640				NA			NA		07/31/20
				10.		88-610									
				From:		Dead End									
745	0.13	70	R							NA			NA		09/03/20
				To:		88-1172									
745)	0.18	490	R							NA			NA		09/03/20
				To:		88-694									
				From:		Dead End									
746	0.05	120	R							NA			NA		09/23/200
140				To:		88-711									
				From:		88-1726									
(747)	1.54	100	R			00-1720				NA			NA		1999
(141)															
$\bigcirc$	0.05	CO.O.	_	From:		88-1725				NIA			NIA		1000
747)	0.35	600	R	To:		88-608				NA			NA		1999
								L							
	0.40			From:		Cul-de-Sac									
748)	0.12	NA								NA			NA		
				From:		88-1929		-							
748	0.91	2900	R							NA			NA		08/07/200
				To:		88-639									
				From:		Dead End		Ī							
749	0.44	170	R	<u></u>		-				NA			NA		09/16/200
				To:		US 1									
				From:		88-636									
750	0.30	60	R	<u> </u>		23 030				NA			NA		09/12/200
(130)	0.00		••	To:		Battlefield Re	i								
				From:											
	0.49	140	R			88-601				NA			NA		1999
752	0.49	140	ĸ	To:		SR 208		1		INA			INA		1333
						SK 208		<u> </u>							

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Spotsylvania County				From:	88-615				
(753)	0.45	250	R		66-013	NA		NA	09/04/2002
				To	Dead End				
				From:	88-684				
(754)	0.30	40	R	To:	D 15 1	NA		NA	10/07/2002
				From:	Dead End				
755	0.17	30	R	r toin.	US 1	l NA		NA	09/09/2002
755	0.11		• • • • • • • • • • • • • • • • • • • •	To:	Dead End	1.01		177	00/00/2002
				From:	Dead End				
756	0.41	2800	R			NA		NA	03/14/2002
				To: From:	US 17 BUS				
756	0.43	1800	R			NA		NA	03/14/2002
				To:	Dead End				
	0.07	40		From:	Dead End				40/00/0000
757	0.27	10	R	To:	88-601	NA I		NA	10/08/2002
				From:	88-635				
758)	0.20	1100	R		88-033	NA NA		NA	1999
(730)				To:	Dead End				
				From:	FR-163				
759	0.73	30	R			NA		NA	10/21/2002
				To:	Caroline County Line				
$\bigcirc$				From:	SR 3				
760	0.20	1300	R			NA		NA	1999
				To: From:	88-1755 SOUTH				
760	0.11	720	R			NA		NA	1999
				From:	88-1755 NORTH				
760)	0.06	690	R			NA		NA	1999
			_	From:	88-1756				
760	0.05	400	R			NA		NA	1999
				To: From:	88-1757				
760	0.11	350	R	To:	00 1750	NA I		NA	1999
				From:	88-1758				
(762)	0.52	30	R	FIOIII.	Dead End	l NA		NA	10/03/2002
(162)	0.02	00		To:	88-719			14/	10/00/2002
				From:	88-719				
763)	0.60	40	R			NA		NA	10/03/2002
				To:	Dead End				
				From:	88-639				
764)	0.53	390	R			NA		NA	08/07/2002
				To:	88-1292				
Crossroada Disus	0.47	440	R	From:	Dead End	NIA		NA	10/21/2002
765 Crossroads Pkwy	0.47	110	ĸ	To:	US 17 BUS; 88-608	NA I		NA	10/21/2002
				From:	Cul-de-Sac				
766	0.61	100	R	<u> </u>	Cur-uc-Sac	NA NA		NA	1999
				To:	88-634				
				From:	Dead End				
767)	0.11	40	R			NA		NA	10/29/2002
				To:	88-635				
				From:	Dead End/				
768)	1.28	NA			00.00.00.00	NA		NA	
				Tn·	88-00601(B)/				

					Spoisyivania ivialintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K il Factor	QK Dir AAWDT Factor	QW Year
Spotsylvania County				From:	D1 F-1	1		
770	0.64	810	R	110111	Dead End	J NA	NA	1999
770	0.0.			To:	FR-696	]		.000
				From:	Dead End	1		
771)	0.31	780	R			NA	NA	1999
				To: From:	FR-696			
771)	0.03	3000	R			NA	NA	1999
				To:	US 17; 88-1035			
				From:	88-639	J		4000
775)	0.06	3100	R	To:	88-776	NA T	NA	1999
				From:				
776	0.09	90	R		Cul-de-Sac	J NA	NA	1999
776	0.00	00		To:	00 775	٠٠٠.	14/1	1000
776	0.17	3100	R	From:	88-775	NA	NA	1999
776	0.17	0100		To:	88-1118	١٧٠	14/1	1000
				From:	Dead End			
777	0.16	90	R			NA	NA	10/28/200
				To:	88-612			
				From:	88-777			
778)	0.07	20	R			NA	NA	10/28/200
				To:	Dead End			
	0.50	4400	_	From:	88-608	]	N/A	4000
780	0.58	1100	R	To:	Dead End	NA T	NA	1999
				From:		1		
700	0.07	240	R		US 17 BUS	J NA	NA	10/29/200
790	0.01	0	• • •	To:	Dead End	7		10/20/200
				From:	88-656			
990	0.85	170	R			NA	NA	10/28/200
				To:	Cul-de-Sac			
				From:	Cul-de-Sac	_		
991)	0.15	40	R			¬ NA	NA	10/28/200
				To:	88-990			
	0.00	400	_	From:	88-656		NIA	40/20/200
992	0.39	100	R	To:	Cul-de-Sac	NA T	NA	10/28/200
				From:				
999	0.16	90	R	<u> </u>	88-1274	J NA	NA	1995
999	00		•••	To:	88-1002	7		.000
				From:	88-639			
1000	0.13	900	R			NA	NA	1995
				To:	88-1002			
				From:	Cul-de-Sac			
1001)	0.07	40	R			NA	NA	1995
				To:	88-1000			
$\cap$			_	From:	88-1274 Begin Loop	」 <del></del>		
1002	0.79	80	R	To:	r	NA T	NA	1995
					End Loop	1		
	0.21	40	R	From:	Cul-de-Sac	J	NA	1005
1004	0.21	40	ĸ	To:	88-1002	NA T	INA	1995
				From:	88-639	I I		
1005	0.76	50	R		88-039	NA NA	NA	1995
1005	0.70	-		To:	Cul-de-Sac	]	I W/S	1000
					F 40 40 A 10 A1 A	-		

					Spoisyivania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QF	Oir AAWDT ( Factor	QW Year
Spotsylvania County				From:	88-1005 SOUTH	i		
1006	0.46	150	R			NA	NA	1995
				Tn·	88-1005 NORTH			
	0.05	50	R	From:	88-1005	) NA	NΛ	1005
(1007)	0.05	50	ĸ	To:	Cul-de-Sac	NA <b>1</b>	NA	1995
				From:	88-1006			
1008	0.16	160	R			NA	NA	1995
				To:	88-1016			
	0.05	440	_	From:	88-1005	]	NA	4005
(1009)	0.05	110	R	To:	Cul-de-Sac	NA <b>1</b>	NA	1995
				From:	Cul-de-Sac			
1010	0.46	170	R		ear de bae	NA	NA	10/03/200
				To:	US 522			
$\bigcirc$				From:	88-608	l		
1012	0.34	470	R	To:	88-1013	NA 1	NA	10/02/200
				From:	Cul-de-Sac	<u> </u>		
(1013)	0.09	50	R		Cui-de-Sac	NA	NA	10/02/200
				To	88-1012			
				From:	88-1274			
1014)	0.09	60	R	To:	0.11.0	NA 1	NA	1995
				From:	Cul-de-Sac			
(1015)	0.05	30	R	F10111	Cul-de-Sac	J NA	NA	09/25/200
1019				To	88-1014			
				From:	Cul-de-Sac			
(1016)	0.80	210	R	_		NA	NA	09/25/200
				To:	88-1274 WEST	<u> </u>		
(1017)	0.18	200	R	From:	Cul-de-Sac	J NA	NA	10/02/200
(1017)	0.10	200		To:	88-608	]	IVA	10/02/200
				From:	88-1024			
1018)	0.04	30	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.06	260	R	From:	88-1024 WEST	J NA	NA	1999
1019	0.00	200	K	т	00.1020	1	NA.	1999
(1019)	0.06	140	R	From:	88-1020	NA	NA	1999
(1019)	0.00			To:	88-1024 EAST	]		
		<u> </u>		From:	Cul-de-Sac			
(1020)	0.09	110	R			NA	NA	1999
				To:	88-1019			•
(100)	0.10	250	R	From:	88-1035	NA	NA	1999
(1021)	0.10	200		To	00 1022	1VA		1333
(1021)	0.07	70	R	From:	88-1022	NA	NA	1999
				To:	Cul-de-Sac			
				From:	88-1021			
(1022)	0.14	140	R			NA	NA	1999
				To: From:	88-1023	<del> </del>		
(1022)	0.06	80	R	т	00.1004	NA 1	NA	1999
				To:	88-1024			

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT QW	/ Year
Spotsylvania County				From:	Cul-de-Sac				
(1023)	0.05	40	R	<u> </u>	Cur-de-Suc	NA		NA	1999
				To	88-1022				
$\bigcirc$			_	From:	Cul-de-Sac				
1024	0.12	100	R			NA		NA	1999
	0.00	400	_	From:	88-1019 EAST				1000
1024)	0.23	160	R			NA		NA	1999
$\bigcap$	0.10	490	R	From:	88-1019 WEST	NIA.		NIA	1000
1024	0.18	480	K			NA		NA	1999
4000	0.08	590	R	From:	88-1018	NA		NA	1999
(1024)	0.00	550		To	00.1022	1		IVA	1000
(1024)	0.07	670	R	From:	88-1022	NA		NA	1999
(1024)	0.07	0.0		To:	88-1035	1		10.0	1000
				From:	Cul-de-Sac				
1025	0.04	70	R			NA		NA	09/09/2002
				To	88-1117				
$\bigcirc$				From:	Cul-de-Sac				
1026	0.03	40	R	To:	00 1117	NA I		NA	09/09/2002
				From:	88-1117				
4007	0.06	150	R	From:	88-1028	NA NA		NA	09/09/2002
(1027)	0.00	100		To:	88-663	1		10.0	00/00/2002
				From:	Begin Loop				
1028	1.33	80	R		<u> </u>	NA		NA	10/03/2002
				To	88-1027	<b> </b>			
1028	0.11	90	R	From:		NA		NA	10/03/2002
$\bigcirc$				To:	End Loop				
$\bigcirc$				From:	88-635				
1029	0.42	4500	R	To:	Dead End	NA I		NA	10/29/2002
_				From:					
(1030)	0.07	50	R		88-671	NA		NA	1995
10000				To:	Cul-de-Sac				
				From:	Dead End				
(1031)	0.06	46	R			NA		NA	09/25/2002
				To:	88-671				
	0.00		_	From:	88-1033				4000
1032)	0.09	30	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	88-619	<u> </u>			
(1033)	0.75	170	R		00-017	NA		NA	10/22/2002
				To:	Cul-de-Sac	]			
				From:	88-1036				
1034	0.58	840	R			NA		NA	1999
				To:	Dead End				
	1.04	4400	R	From:	US 17	NIA		NA	09/09/2002
1035)	1.04	4400	ĸ	To	Cul-de-Sac	NA I		INA	09/09/2002
				From:	88-1034	<u> </u>			
1036	0.22	910	R		00-10J <del>1</del>	NA		NA	09/09/2002
				To:	88-1035				
	<u> </u>			From:	88-1035				
1037)	0.15	1900	R			NA		NA	09/09/2002
				To-	88-1045				

					Spotsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	/ Year			
Spotsylvania County				From:	88-1045						
(1037)	0.33	1500	R		00-10-13	NA NA	NA	1999			
				To: From:	88-1061	<u> </u>					
(1037)	0.15	1300	R			NA	NA	1999			
	2.27	4000		From:	88-1063	<b></b>		40/00/000			
(1037)	0.37	1000	R	To:	88-635	NA 1	NA	10/29/2002			
				From:	88-1034						
1038	0.05	30	R			NA	NA	1999			
				To:	Cul-de-Sac						
	0.13	100	R	From:	Cul-de-Sac	] NA	NA	1999			
(1039)	0.13	100	IX.	To:	00.1024	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	IVA	1999			
(1039)	0.05	40	R	From:	88-1034	NA	NA	1999			
(1039)				То:	Cul-de-Sac						
				From:	88-1196						
(1040)	0.02	40	R	To:	0.11.0	NA I	NA	07/31/2002			
				From:	Cul-de-Sac						
(1041)	0.02	60	R	r toni.	88-1196	I NA	NA	07/31/2002			
1041)				To:	Cul-de-Sac						
(1042)				From:	88-1196						
	0.02	40	R	To:	211.2	NA I	NA	07/31/2002			
				From:	Cul-de-Sac						
(1043)	0.02	40	R	r toni.	88-1196	I NA	NA	07/31/2002			
(1043)				To:	Cul-de-Sac						
				From:	Dead End						
(1044)	0.12	60	R	To:	22.122.1	NA 1	NA	11/07/2002			
				From:	88-1034						
1045)	0.08	90	90 R	90 R	r toni.	Cul-de-Sac	I NA	NA	1999		
1049				To:	88-1046	1					
1045	0.04	240	240	240	240	R	From:	30 10 10	NA	NA	1999
				To: From:	88-1037	]					
1045	0.04	450	R			NA	NA	1999			
				To: From:	88-1048	}					
1045)	0.06	260	R			NA	NA	1999			
	0.47	470		From:	88-1049	<u> </u>		4000			
(1045)	0.17	170	R	To:	Cul-de-Sac	NA I	NA	1999			
				From:	88-1045						
(1046)	0.05	150	R	<u> </u>	30 10 10	NA	NA	1999			
				From:	88-1047	<b> </b>					
(1046)	0.08	90	R			NA	NA	1999			
				To:	Cul-de-Sac						
(1017)	0.07	60	R	From:	Cul-de-Sac	NA NA	NA	1999			
1047	0.07			To:	88-1046	INA	INA	1000			
				From:	Cul-de-Sac						
1048	0.11	80	R	-		NA	NA	1999			
				To: From:	88-1045						
(1048)	0.10	120	R			NA	NA	1999			
				To:	Cul-de-Sac	<u> </u>					

					Spotsylvania Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QW	Year		
Spotsylvania County				From:	Cul-de-Sac	1					
(1049)	0.09	100	R			NA		NA	1999		
				To-	88-1045						
$\bigcirc$				From:	88-1118						
1050	0.04	80	R			NA 1		NA	1995		
				To: From:	Cul-de-Sac	1					
	0.20	160	R	From:	88-1044	NA		NA	11/07/200		
(1051)	0.20	100		To:	Cul-de-Sac	1		INA	11/0//200		
				From:	88-1205						
1052	0.32	170	R			NA		NA	10/17/200		
				To:	88-1053						
<u> </u>				From:	88-1205						
1053	0.13	90	R		00.10.50	NA 1		NA	10/17/200		
				To:	88-1052	<u> </u>					
	0.79	170	R	From:	Cul-de-Sac	NA		NA	10/03/200		
1054	0.79	170	ĸ	To:	88-612	]		NA	10/03/200		
				From:	88-1059						
(1055)	0.31	200	R		00-1037	NA NA		NA	1995		
				To	88-673						
				From:	88-1055						
0.16	0.16	170	R			NA		NA	1995		
				To:	88-1100						
0.16			From:	88-1055	]						
	180	R	To	99 1100	NA 1		NA	1995			
			From:	88-1100	1						
	0.17	170	R	From:	88-1055	NA NA		NA	1995		
0.17	170		To:	88-1100	]		INA	1000			
			From:	88-1055	: I						
1059	0.19	150	R		33 3322	NA		NA	1995		
				To:	88-1100						
				From:	88-01044(B)/	]					
1060	0.19	NA		_		NA		NA			
				To:	Cul-de-Sac/						
	0.05		000	000	_	From:	88-1037	]			4000
(1061)	0.05	220	R			NA •		NA	1999		
$\bigcirc$	0.40	450	_	From:	88-1062	<u> </u>			4000		
(1061)	0.16	150	R	To:	Cul-de-Sac	NA 1		NA	1999		
				From:		l.					
(1062)	0.06	60	R	110	88-1061	I NA		NA	1999		
(1002)	0.00	•	•••	To:	Cul-de-Sac	]			1000		
				From:	88-1037	1					
1063	0.05	240	R		33 332 .	NA		NA	1999		
				To:	88-1064	]					
1063	0.11	110	R	From:	** **	NA		NA	1999		
				To:	Cul-de-Sac						
				From:	88-1063						
1064	0.16	120	R			NA		NA	1999		
				To:	Cul-de-Sac	<u></u>					
			_	From:	88-673	]					
1065	0.20	110	R	To:	C-1 1- C	NA 1		NA	1995		
				10.	Cul-de-Sac	l .					

					Spots	ylvania Mainten								
Route	Length	AADT	QA	4Tire	Bus		uck 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		Dead End	1							
(1066)	0.46	70	R			Dead End			NA			NA		1995
				To-		88-1065 EAST								
$\bigcirc$				From:		Dead End								400=
1067	0.14	70	R	To:		Cul-de-Sac			NA			NA		1995
				From:		Cul-de-Sac								
1068	0.19	250	R	<u> </u>		Cui-de-Sac			NA			NA		10/31/2002
				To:		88-1091								
				From:		Cul-de-Sac								
1069	0.10	NA							NA			NA		
				From:		88-1068	-							
(1069)	0.06	90	R	To:		0.1.1.0			NA			NA		10/31/200
				From:		Cul-de-Sac								
4070	0.07	60	R	FIOIII.		88-1237			NA			NA		1995
1070	0.07	00		To:		Cul-de-Sac	1	NA			INA		1995	
				From:		88-1237 WEST	Γ							
(1071)	0.23	60	R						NA			NA		1995
				То:		88-1237 EAST								
				From:		Cul-de-Sac								
(1072)	0.30	20	R	To:		110.500			NA			NA		1999
				From:		US 522								
(1073)	0.30	10	R	rioni.		Cul-de-Sac			NA			NA		1999
	0.00		•••	To-		88-1010; 88-107	74					147.		1000
				From:		88-1010; 88-107	74							
(1074)	0.05	10	R						NA			NA		1999
				To:		Cul-de-Sac								
0.48	2.12	60		From:		Cul-de-Sac								10/0=/000
	0.48	60	R	То:		88-608			NA		NA		10/07/2002	
				From:		88-1075								
(1076)	0.14	20	R	<u>                                     </u>	NA		NA		1999					
3.14				To:										
				From:		Cul-de-Sac								
(1077)	0.09	80	R					NA ]		NA		10/31/2002		
				To:		88-1091								
	0.80	140	R	From:		Cul-de-Sac			NA			NΔ		10/22/2004
1078	0.00	140	IX.	To-		88-649			INA			NA		10/22/2002
				From:		Cul-de-Sac								
1079	0.18	70	R						NA			NA		10/22/2002
				To:		88-1078								
$\sim$				From:		Cul-de-Sac/								
1080	0.14	NA		To:		00.010(0/7)			NA			NA		
				From:		88-01068(B)/	<u> </u>							
(1081)	0.21	NA		rioin.		Cul-de-Sac/			NA			NA		
				То:		Cul-de-Sac/								
				From:		Cul-de-Sac								
1082	0.04	50	R	<u> </u>					NA			NA		08/29/2002
				To-		88-1145								
$\bigcirc$			_	From:		Dead End							_	
1083	0.03	90	R	To:		88-1145	1		NA			NA		08/19/2002
-						00-1143								

					Spotsylvania Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT QW	/ Year	
Spotsylvania County				From:	Dead End					
(1084)	0.04	40	R			NA		NA	08/19/2002	
				To-	88-1145					
$\bigcirc$	0.22	440	В	From:	88-1146	NIA		NIA	1005	
1085	0.33	440	R	To:	88-1141	NA I		NA	1995	
				From:	88-1085					
(1086)	0.15	500	R			NA		NA	1995	
				To:	88-1146					
$\bigcirc$	0.00	<b>50</b>		From:	Cul-de-Sac	NIA.		NIA	4005	
1087	0.03	50	R	To:	88-1085	NA I		NA	1995	
				From:	Cul-de-Sac					
1088	0.04	50	R		Cur-uc-bac	NA		NA	1995	
				To: From:	88-1085					
1088	0.05	100	R	From:		NA		NA	1995	
				To:	Cul-de-Sac					
$\bigcirc$	0.40	040	-	From:	88-1099	NIA.		NIA	40/04/0000	
1089	0.13	640	R	To:	Cul-de-Sac	NA I		NA	10/31/2002	
				From:	88-608					
(1090)	0.49	3500	R		60-006	NA NA		NA	10/31/2002	
				To:	88-608					
				From:	Dead End					
(1091)	0.09	1600	R			NA		NA	10/31/2002	
				To: From:	88-1090	<del></del>			10/01/0000	
(1091)	0.55	1100	R			NA		NA	10/31/2002	
$\bigcirc$	0.56	NA		From:	88-1068	NIA		NIA		
1091)	0.56	NA		. —		NA		NA		
	0.60	NΔ	NA		From:	88-2100	NA		NA	
1091)	0.00	INA.		To:	Dead End	]		IVA		
			,	From:	Dead End					
(1092)	0.23	70	R	_		NA		NA	10/31/2002	
				To:	88-1091					
	0.24	110	_	From:	Cul-de-Sac	NIA.		NIA	40/24/2002	
(1093)	0.34		110	R	To:	88-1091	NA I		NA	10/31/2002
				From:	Dead End					
1094	0.12	NA			Denn Din	NA		NA		
				To: From:	88-1090					
1094)	0.07	310	R	FIOII.		NA		NA	10/31/2002	
				To:	88-1093					
	0.04			From:	Cul-de-Sac				00/47/0000	
1095)	0.34	260	R	To:	88-625	NA I		NA	09/17/2002	
				From:	Cul-de-Sac					
1096	0.15	130	R	<u> </u>	Cur-uc-Sac	NA NA		NA	09/17/2002	
				To	88-1095					
				From:	Cul-de-Sac					
(1097)	0.06	40	R		00.10	NA I		NA	09/17/2002	
				To:	88-1095					
(1000)	0.16	380	R	From:	88-1091	NA NA		NA	10/31/2002	
1098	0.10	300	^	To:	Cul-de-Sac	IN/A		INA	10/31/2002	

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		( )( '	K actor	Dir AAWDT ctor	QW	Year
Snotsvlvania Countv				From:		Dead End	ĺ					
1099	0.06	NA							NA	NA		
	0.11	340	R	To: From:		88-1089			NA	NA		10/31/2002
1099	0.11	340		To		88-1098			INA	IVA		10/31/2002
$\overline{}$	0.00		_	From:		Cul-de-Sac						1000
1100	0.22	380	R	To		88-1164	1		NA	NA		1986
1100	0.10	490	R	From:					NA	NA		1986
				To: From:		88-673						
1101)	0.13	390	R	rioni.		88-1106			NA	NA		1999
				To: From:		88-1105						
1101	0.07	450	R						NA	NA		1999
1101)	0.04	580	R	From:		88-1104			NA	NA		1999
1101)	0.01			To		88-1103	ŀ			101		
1101)	0.06	610	R	Tar.					NA	NA		1999
				To: From:		SR 3 88-1106						
0.20	0.20	130	R						NA	NA		1999
				To: From:		88-1103						
1103	0.03	20	R	110111		Dead End			NA	NA		1999
				To: From:		88-1102						
1103	0.07	170	R	To-		88-1101	1		NA	NA		1999
				From:		88-1101						
1104	0.12	390	R						NA	NA		1999
	0.05	490	R	From:		88-1109	-		NA	NA		1999
1104	0.00	-50		To:		88-1108	ļ.		11/7	TVA		1000
1104	0.03	710	R	From:					NA	NA		1999
				To: From:		88-1112 88-1101						
1105)	0.03	47	R			88-1101			NA	NA		1999
				To:		Cul-de-Sac						
1106	0.02	30	R	From:		Dead End			NA	NA		08/19/2002
<u> </u>				To: From:		88-1102						
1106	0.08	80	R						NA	NA		08/19/2002
	0.04	350	R	From:		88-1101			NA	NA		08/19/2002
1106	0.04		•••	To:		88-1107				14/1		35. 15.2002
1106	0.06	320	R	From:					NA	NA		08/19/2002
<u> </u>	0.00	600		To: From:		88-1108			NIA	NIA		00/20/2022
(1106)	0.03	680	R	To:		88-1112			NA	 NA		08/29/2002
1106	0.06	450	R	From:		00-1112			NA	 NA		08/29/2002
<u> </u>				From:		88-1280						
1106	0.05	570	R	_					NA	NA		08/29/2002
(1106)	0.19	280	R	From:		88-1114			NA	NA		08/29/2002
				To:		88-1186			-			

Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Factor	AAWDT QV	V Year	
Spotsylvania County				From:	88-1186				
1106	0.10	240	R		00 1100	NA	NA	08/29/2002	
				To: From:	88-1185				
1106	0.03	360	R	To	88-639; 88-1111	NA	NA	08/29/2002	
				From:	88-1106				
(1107)	0.14	40	R		30 1100	NA	NA	1999	
				Tn·	88-1108				
(400)	0.12	540	R	From:	88-1106	NA	NA	1999	
(1108)	0.12	0.0	.``	To	88-1107			1000	
(1108)	0.17	660	R	From:	88-1107	NA	NA	1999	
				To:	88-1104				
$\bigcirc$	0.11	440	_	From:	Cul-de-Sac	NIA	NA	00/20/2004	
(1109)	0.11	110	R	To:	88-1104	NA	NA	08/29/2002	
				From:	88-639				
(1110)	0.28	190	R			NA	NA	09/09/2002	
				To: From:	88-1111				
(1111)	0.20	340	R	rioni.	88-639; 88-1106	NA	NA	09/09/2002	
				To:	88-1110				
				From:	88-1114				
(1112)	0.18	480	R			NA	NA	08/29/2002	
	0.16	380	R	From:	88-1331	NA	NA	08/29/2002	
(1112)	0.10	300		To:	88-1281	14/1	IVA	00/23/2002	
(1112)	0.26	670	R	From:	88-1281	NA	NA	08/29/2002	
				To: From:	88-1106				
1112	0.07	840	R	Prom.		NA	NA	08/29/2002	
				From:	88-1113				
(1112)	0.06	1100	R			NA	NA	08/29/2002	
$\overline{}$	0.19	1300	R	From:	88-1282	NA	NA	08/29/2002	
(1112)	0.19	1300	K	To	99 1104	IVA	INA	00/29/2002	
(1112)	0.10	1700	1700	R	From:	88-1104	NA	NA	08/29/2002
				To:	SR 3				
$\bigcirc$			_	From:	88-1112				
(1113)	0.11	180	R			NA	NA	08/29/2002	
$\overline{}$	0.10	200	- В	From:	88-1114	NA	NA	08/29/2002	
(1113)	0.10	380	R	To:	Dead End	NA	INA	00/29/2002	
				From:	88-639				
(1114)	0.05	820	R			NA	NA	1986	
				To: From:	88-1112				
(1114)	0.09	520	R			NA	NA	1986	
				From:	88-1330 SOUTH				
1114	0.19	460	R			NA	NA	1986	
$\bigcirc$	0.07	E00		From:	88-1330 NORTH	NΑ	NA	1006	
(1114)	0.07	500	R	, <del>-</del>		NA	NA	1986	
(144)	0.07	260	R	From:	88-1106	NA	NA	1986	
(1114)	0.07	200		To	88-1113	14/1	11/1	1300	
				•					

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	Year
Spotsylvania County				From:	88-1113	i			
(1114)	0.06	220	R		00-1113	NA		NA	1986
				To: From:	88-1282				
(1114)	0.28	1000	R	To:	SR 3	NA I		NA	1995
				From:	88-1563				
(1115)	0.32	700	R	<u> </u>	00-1303	NA		NA	1995
(1115)	0.06	500	R	To: From:	88-1117	NA		NA	1986
				From:	88-1116	<del></del>			
(1115)	0.29	1400	R	To:	88-710	NA I		NA	1986
				From:	88-1117				
1116	0.12	560	R		00-111/	NA NA		NA	09/09/200
<u> </u>				From:	88-1122				
(1116)	0.07	1400	R			NA		NA	09/09/200
$\overline{}$	0.11	2000	_	From:	88-1119	NIA.		NIA	00/00/000
1116	0.14	2900	R	To:	88-1115	NA I		NA	09/09/200
				From:	88-1118				
(1117)	0.06	490	R		00 1110	NA		NA	09/09/200
				To: From:	88-1116				
(1117)	0.07	310	R			NA		NA	09/09/200
				From:	88-1123				
1117)	0.05	220	R			NA		NA	09/09/200
$\bigcirc$	0.04			From:	88-1026	<u> </u>			00/00/000
(1117)	0.04	220	R			NA		NA	09/09/200
$\overline{}$	0.11	320	R	From:	88-1025	NA		NA	09/09/200
(1117)	0.11	320	K			INA 1		INA	09/09/200
	0.06	510	R	From:	88-1123	NA		NA	09/09/200
(1117)	0.00	010	• • • • • • • • • • • • • • • • • • • •	To:	00 1122	1		10.0	00/00/200
(1117)	0.02	570	R	From:	88-1122	NA		NA	09/09/200
				To: From:	88-1121	<b> </b>			
(1117)	0.06	600	R	rion.		NA		NA	09/09/200
				To: From:	88-1120	]			
(1117)	0.06	630	R			NA		NA	09/09/200
				To:	88-1115				
	0.07	1400	R	From:	88-639	NA		NA	1986
(1118)	0.07	1400		т	00.1117	1		IN/A	1300
(1118)	0.12	700	R	From:	88-1117	NA		NA	1995
				To:	88-1050				
(1118)	0.05	600	R	From:	*****	NA		NA	1995
				To: From:	88-1119				
(1118)	0.11	60	R			NA		NA	1995
				To:	Cul-de-Sac				
	0.04	60	В	From	Cul-de-Sac	NIA		NA	1006
(1119)	0.04	60	R	To:	88-1116	NA I		NA	1986
$\widehat{}$				From:	88-116				
(1119)	0.05	100	R	T1	00.1112	NA 1		NA	1995
				To:	88-1118	<u> </u>			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K QK D Factor Fac	$\Delta \Delta MDT \Omega M$	N Year
Spotsylvania County				From:	88-1117			
(1120)	0.04	40	R	To	Cul-de-Sac	NA I	NA	09/09/2002
				From:	Cul-de-Sac			
(1121)	0.06	60	R		Cur-uc-sac	NA NA	NA	09/09/2002
				To:	88-1117			
$\bigcirc$	0.44		-	From:	88-1117	NIA	NIA	00/00/0000
(1122)	0.11	80	R	To:	88-1116	NA I	NA	09/09/2002
				From:	88-1117			
1123	0.06	90	R			NA	NA	09/09/2002
				To: From:	88-1124			
1123	0.10	190	R	т	20.444	NA	NA	09/09/2002
				To: From:	88-1117			
1124	0.03	47	R	FIOIII.	Cul-de-Sac	l NA	NA	09/09/2002
(1124)	0.00	••		To:	88-1123	1.0.1		00/00/2002
				From:	88-1133			
(1125)	0.10	70	R			NA	NA	1999
				To: From:	Cul-de-Sac			
1126	0.05	48	R	From:	88-1133	l NA	NA	1999
(1126)	0.00	.0		To:	Cul-de-Sac			1000
_				From:	88-1133			
(1127)	0.05	50	R	_		NA	NA	1999
				Tn·	Cul-de-Sac			
	0.09	160	R	From:	88-1146	l NA	NA	08/28/2002
1128	0.03	100		To:	Cul-de-Sac	TVA	IVA	00/20/2002
				From:	88-1141			
(1129)	0.03	45	R	-	_	NA	NA	08/29/2002
				To:	Cul-de-Sac			
	0.09	1100	R	From:	88-1131	NA NA	NA	1999
(1130)	0.09	1100	IX	To:	88-710		INA	1999
				From:	88-1133			
(1131)	0.09	220	R			NA	NA	1999
				To: From:	88-1139			
(1131)	0.04	240	R		20.4420	NA	NA	1999
				To: From:	88-1138 38-1138			
(1131)	0.31	470	R			NA	NA	1999
				To: From:	88-1130			
1131)	0.02	580	R			NA	NA	1999
				To: From:	88-1137			
(1131)	0.10	340	R			NA	NA	1999
	0.05	200		From:	88-1135	NIA.		4000
(1131)	0.05	380	R			NA	NA	1999
	0.06	440	R	From:	88-1134	NA	NA	1999
(1131)	0.00	<del>-1-1</del> 0		Ta	00 1122	LNA		1999
(1131)	0.07	210	R	From:	88-1133	NA	NA	1999
	5.57			To:	88-1132			
				From:	Cul-de-Sac			
1132	0.04	60	R	_{T.}		NA I	NA	1999
				To:	88-1136			

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	K Di ail Factor Fact		Year
Spotsylvania County				From:		-		
1132)	0.16	190	R	FIOIII.	88-1136	 NA	NA	1999
1132)				To	88-1131	7		
				From:	Dead End			
1133	0.08	60	R			NA	NA	1999
$\overline{\bigcirc}$				To: From:	88-1131	<u> </u>		
1133	0.07	160	R			NA 	NA	1999
	0.00	440	_	From:	88-1127	N/A	NIA	4000
1133	0.06	140	R			NA NA	NA	1999
	0.07	120	R	From:	88-1126	NA	NA	1999
1133	0.07	120	IX.	To:	00.1125		INA	1333
1122	0.06	220	R	From:	88-1135	NA	NA	1999
1133	0.00			To	99 1124	7		
1133	0.04	240	R	From:	88-1134	NA	NA	1999
				To:	88-1125			
1133	0.16	350	R	From:	00 1125	→ NA	NA	1999
				To: From:	88-1136			
1133	0.16	410	R	From:		NA	NA	1999
				To: From:	88-1131			
1133	0.04	1200	R			NA	NA	1999
				To:	88-710			
	0.15	60	R	From:	88-1133	 NA	NA	1999
1134	0.15	60	K			INA	INA	1999
	0.16	190	R	From:	88-1136	NA	NA	1999
1134	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:	88-1131		101	1000
				From:	88-1133			
1135	0.10	60	R			NA	NA	1999
				From:	88-1138			
1135	0.06	150	R			NA	NA	1999
				From:	88-1136			
1135)	0.20	200	R	To:	88-1131	NA NA	NA	1999
				From:	88-1135			
1136)	0.06	80	R		00-1133	NA NA	NA	1999
				To:	88-1134			
1136	0.07	110	R	From:	30 330 1	NA	NA	1999
				To: From:	88-1133			
1136	0.07	60	R			NA	NA	1999
				To:	88-1132			
	0.00	040	_	From:	88-1138		NIA	4000
1137	0.26	240	R	To:	88-1131	NA NA	NA	1999
				From:	88-1131	<u> </u>		
1138)	0.09	20	R			NA	NA	1999
				To:	88-1137	<b>———</b>		
1138	0.09	49	R			NA	NA	1999
				To:	88-1135			
$\bigcap$	0.00	50	_	From:	Cul-de-Sac		NIA	4000
1139	0.08	50	R	To:	88-1131	NA NA	NA	1999
				10:	88-1131	<u>-1</u>		

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail		AAWDT Q\	W Year
Spotsylvania County				From:	Dood End			
(1140)	0.03	110	R		Dead End	I NA	NA	08/19/2002
				To:	88-1145			
(1140)	0.04	2400	R	From:		NA	NA	08/19/2002
				To: From:	88-1149			
1140	0.07	2500	R			NA	NA	08/29/2002
	0.00	0000		From:	88-1143	NIA.		00/00/0000
1140	0.08	2600	R	_		NA	NA	08/29/2002
(1140)	0.21	3800	R	From:	88-1141	NA	NA	08/29/2002
(1140)	0.21			To:	88-1178	1		00/20/2002
(1140)	0.21	4000	R	From:	00-11/0	NA	NA	08/29/2002
				To:	SR 3			
$\bigcirc$				From:	88-1145			
1141)	0.09	170	R			NA	NA	08/29/2002
	0.00	040	_	From:	88-1129	NIA	- NIA	00/00/0000
(1141)	0.09	610	R			NA	NA	08/29/2002
	0.14	1000	R	From:	88-1146	NA	NA	08/29/2002
(1141)	0.14	1000	IX	To:	99 1140	I NA	IVA	00/23/2002
(1141)	0.13	490	R	From:	88-1140	NA	NA	08/29/2002
				To	88-1142			
(1141)	0.08	380	R	From:	00 11 12	NA	NA	08/29/2002
				To:	88-706			
			_	From:	Cul-de-Sac			00/00/000
(1142)	0.03	47	R			NA	NA	08/29/2002
	0.13	130	R	From:	88-1143	NA	NA	08/29/2002
(1142)	0.13	130	IX	To:	00 1144	I NA	IVA	00/23/2002
(1142)	0.05	200	R	From:	88-1144	NA	NA	08/29/2002
(1142)				To:	88-1141			
				From:	88-1142			
1143	0.05	170	R			NA	NA	08/29/2002
	0.40	400	_	From:	88-1140	NIA	- NIA	00/00/000
1143	0.12	130	R	To:	88-1145	NA I	NA	08/29/2002
				From:	88-1142			
1144	0.03	40	R			NA	NA	08/29/2002
				To:	Cul-de-Sac			
$\bigcirc$	0.40	4000		From:	88-706	NIA	NIA	4000
(1145)	0.10	1600	R	To:	88-1040	NA I	NA	1986
$\bigcirc$				From:	88-1140			
1145)	0.15	2800	R			NA -	NA	08/19/2002
	0.12	240	_	From:	88-1085	NIA	NIA	1000
1145)	0.13	240	R	т	20.444	NA	NA	1999
(1145)	0.10	70	R	From:	88-1146	NA	NA	1986
(1145)	0.10			To:	88-1141		1 10 1	1000
(1145)	0.03	60	R	From:	00-1141	NA	NA	1986
				To:	Cul-de-Sac			
$\overline{}$				From:	88-1141			
1146	0.08	440	R	To:	00 1145	NA I	NA	1986
				10.	88-1145			

					Spors	sylvania ivialintenance Are	<del>z</del> a						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK Fact	ΔΔΜΠΙΙ	QW	Year
Spotsylvania County				From:		88-1145	1						
1146	0.10	300	R			88-1143			NA		NA		1986
				To:		88-1128							
1146	0.12	150	R	From:					NA		NA		1995
				To: From:		88-1085	-						
1146	0.06	120	R	_					NA		NA		1995
				To:		Cul-de-Sac							
	0.05	750	R	From:		88-1279			NA		NA		08/19/20
1147)	0.00	700	• • • • • • • • • • • • • • • • • • • •	To:		00 1211			147 (		10.0		00/10/20
1147	0.11	1200	R	From:		88-1311			NA		NA		08/19/20
1147)				To:		88-1175							
1147	0.18	1900	R	From:		00-1173			NA		NA		08/19/20
				To:		88-1148 WEST							
1147)	0.11	2300	R	From:					NA		NA		08/19/20
				To:		88-1279	-						
1147)	0.04	2600	R	-					NA		NA		08/19/20
				From:		88-1148 EAST	-						
1147)	0.06	3100	R			00.000			NA		NA		08/19/20
				To: From:		88-620							
1148	0.19	60	R	FIOIII.		88-1147			NA		NA		08/19/20
1146)	0.10		• • •	To:		88-1147					10.		00/10/20
				From:		Cul-de-Sac							
1149	0.06	80	R						NA		NA		11/07/20
				To:		88-1140							
	0.20	200	R	From:		88-1154			NA		NA		1999
1150	0.20	200	K						INA		INA		1999
1150	0.09	240	R	From:		88-1153			NA		NA		1999
1130)	0.00		• • • • • • • • • • • • • • • • • • • •	To:		88-1152	1						1000
1150	0.13	250	R	From:		88-1132			NA		NA		1999
				To:		88-1151	1						
1150	0.03	490	R	From:		00 1151			NA		NA		1999
				To:		88-673							
$\overline{}$	0.00	242	_	From:		88-1150							4000
1151	0.20	210	R	To:		Dead End	1		NA		NA		1999
				From:		Cul-de-Sac							
1152	0.05	70	R	<u>L</u>		cur de sue			NA		NA		1999
				To:		88-1150							
				From:		Cul-de-Sac							
1153	0.03	70	R	To:		88-1150			NA		NA		1999
				From:		Dead End							
1154	0.08	70	R			Deau Ellu			NA		NA		1999
				To:		88-1150							
1154	0.03	210	R	From:		55 1150			NA		NA		1999
				To:		88-673							
$\bigcirc$				From:		88-673							
1155	0.09	130	R	To:		Cul 4- C	1		NA		NA		08/26/20
						Cul-de-Sac							

					Spots	sylvania Mainter	nance Area							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	rucke 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-673	-							
(1156)	0.13	180	R	<u> </u>		86-075			NA			NA		08/26/2002
				To-		Cul-de-Sac	]							
$\bigcirc$	0.45	240		From:		88-628			NIA			NIA		4000
(1157)	0.15	210	R						NA			NA		1999
(1157)	0.16	110	R	From:		88-1158			NA			NA		1999
(1197)	00			To:		Dead End								
$\sim$				From:		88-1157								
1158	0.17	190	R	То:		88-1159	1		NA			NA		08/26/2002
				From:		Cul-de-Sac								
1159	0.02	30	R	<u> </u>		Cui-uc-sac			NA			NA		1999
				To		88-1158								
1159	0.09	290	R	FIOIII.			-		NA			NA		1999
				То:		88-673								
	0.06	210	R	From:		88-1163			NA			NA		1999
1160	0.00	210	K	To:		00.1163			INA			INA		1999
(1160)	0.06	280	R	From:		88-1162			NA			NA		1999
1160				To		88-1161								
(1160)	0.10	380	R	From:		00-1101			NA			NA		1999
				To:		88-694								
$\bigcirc$	0.00			From:		Cul-de-Sac								1000
(1161)	0.06	80	R	To		88-1160			NA			NA		1999
				From:		Cul-de-Sac								
(1162)	0.06	46	R						NA			NA		1999
				To:		88-1160								
	0.09	420	_	From:		Dead End			NIA			NIA		1000
(1163)	0.09	120	R						NA			NA		1999
(1163)	0.08	70	R	From:		88-1160			NA			NA		1999
(1103)				То:		Dead End								
				From:		88-1100								
(1164)	0.05	70	R	То:		0.11.0			NA			NA		08/26/2002
				From:		Cul-de-Sac	L							
(1165)	0.05	530	R			88-638			NA			NA		09/30/2002
				To:		88-1167	<u>-</u>							
(1165)	0.06	400	R	From:		30 1107			NA			NA		09/30/2002
				To: From:		88-1168								
(1165)	0.15	260	R						NA			NA		09/30/2002
				From:		88-1170								00/65/5
(1165)	0.06	140	R	То:		88-1171	1		NA			NA		09/30/2002
				From:		Dead End	<u> </u>							
(1166)	0.11	150	R	<u> </u>		Dead End			NA			NA		09/30/2002
				To:		88-1169	ŀ							
(1166)	0.08	380	R	From:					NA			NA		09/30/2002
				To: From:		88-1168								
(1166)	0.03	450	R			20.525			NA			NA		09/30/2002
				To:		88-638								

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Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	rucke 1Trail 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-1165								
(1167)	0.17	80	R			00-1103			NA			NA		09/30/2002
				To-		88-1168								
$\bigcirc$			_	From:		88-1165								
1168	0.14	110	R						NA			NA		09/30/2002
	0.07	450	R	From:		88-1167			NA			NA		00/20/2002
1168)	0.07	150	ĸ	To:		88-1166			INA			INA		09/30/2002
				From:		88-1166								
(1169)	0.09	250	R						NA			NA		09/30/2002
				To: From:		88-1170								
1169	0.08	120	R						NA			NA		09/30/2002
				To: From:		88-1171								
1169	0.03	60	R	To:		D IF I			NA			NA		09/30/2002
				From:		Dead End								
(1170)	0.13	140	R			88-1165	<u>_</u>		NA			NA		09/30/2002
(1179)				To:		88-1169								
				From:		88-1165								
(1171)	0.11	90	R						NA			NA		09/30/2002
				To:		88-1169								
(470)	0.13	230	R	From:		88-1173			NA			NA		09/13/2002
1172	0.10	200	• • • • • • • • • • • • • • • • • • • •	To		88-745		İ	1471			147.		00/10/2002
				From:		88-1174								
1173	0.18	520	R						NA			NA		09/03/2002
				To: From:		88-1172								
(1173)	0.10	50	R	To:		D 15 1			NA			NA		09/03/2002
				From:		Dead End								
(1174)	0.15	60	R	rioin.		Dead End			NA			NA		09/03/2002
				To:		88-1173								
(1174)	0.06	40	R	From:		00-11/3			NA			NA		09/03/2002
				To:		Dead End								
$\sim$				From:		88-1316 EAS	T							
(1175)	0.38	90	R						NA			NA		1995
$\bigcap$	0.40	400		From:		88-1316 WES	Т		NIA			NIA		4005
(1175)	0.10	120	R	. —					NA			NA		1995
(475)	0.03	20	R	From:		0.10 MN 88-13	316		NA			NA		1986
1175	0.00	20	• • • • • • • • • • • • • • • • • • • •	To:		00 1176		1	1471			147.		1000
(1175)	0.27	220	R	From:		88-1176	<u>_</u>		NA			NA		1986
				To:		88-1147								
(1175)	0.21	120	R	From:		00 1117			NA			NA		1986
				To:		88-1177								
				From:		Cul-de-Sac								
(1176)	0.03	50	R	To:		88-1175	1		NA			NA		1986
				From:		88-1279								
(1177)	0.06	60	R	<u> </u>		00-12/9			NA			NA		1986
				To:		88-1175								
(1177)	0.14	160	R	From:		00 11/0			NA			NA		1986
				To:		88-1147	_							

					Spoisyivania iviaintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trai			Year
Spotsylvania County				From:	Dead End	1		
(1178)	0.06	80	R		Dead End	NA	NA	1986
				To: From:	88-1140	]		
(1178)	0.04	90	R			NA -	NA	1986
4470	0.05	48	R	From:	88-1179	NA	NA	1986
(1178)	0.00			To:	Dead End	1	14/1	1000
$\sim$				From:	Cul-de-Sac			
(1179)	0.04	50	R	To:	88-1178	NA 1	NA	1986
				From:	88-674			
1180	0.05	230	R			NA	NA	1986
				To: From:	88-1181	]		
1180	0.16	60	R			NA -	NA	1986
	0.27	60	R	From:	88-1182	NA	NA	1995
1180	0.21	00	ĸ	To:	Cul-de-Sac	INA ]	INA	1995
_				From:	88-1610			
(1181)	0.11	180	R			NA	NA	09/12/2002
	0.04	400		From:	88-1182 EAST	}	- NIA	4005
(1181)	0.21	100	R	т	00.1100	NA 1	NA	1995
(1181)	0.17	90	R	From:	88-1180	NA	NA	1986
				To-	88-1182 WEST			
(1181)	0.11	80	R			NA	NA	1995
				To: From:	Cul-de-Sac			
(1182)	0.06	90	R	From:	88-1181 WEST	J NA	NA	1995
1182				Tax	88-1180	1		
1182	0.06	20	R	From:		NA	NA	1985
				To: From:	88-1181 EAST	}		
1182	0.11	70	R			NA -	NA	1995
	0.18	60	R	From:	88-1610	NA	NA	09/12/2002
1182	0.10	00		To:	88-1611	]	INA	09/12/2002
				From:	Cul-de-Sac			
1183	0.05	50	R			NA	NA	1999
	0.11	220		From:	88-1187	NA	- NA	1999
1183	0.11	230	R	т	22.4224	NA 1	NA	1999
(1183)	0.11	420	R	From:	88-1294	NA	NA	1999
				To:	88-1195			
$\bigcirc$	2.22		_	From:	Cul-de-Sac			4000
(1184)	0.09	60	R	_		NA 1	NA	1999
(1184)	0.22	330	R	From:	88-1187	NA	NA	1999
1104)	V.22	300	•••	To:	88-1195	1.0.		
				From:	88-1106			
1185	0.09	120	R	To:	Cul do Coo	NA I	NA	1986
				From:	Cul-de-Sac 88-1106	<u> </u>		
$\bigcirc$								
(1186)	0.03	60	R		36 1100	NA	NA	1986

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC K	QK Dir Factor	AAWDT QW	Year
Spotsylvania County				From:		88-1183	1				
1187)	0.06	170	R			88-1183		NA		NA	1986
<u> </u>				To: From:		88-1199					
1187	0.05	250	R					NA		NA	1986
	0.06	360	R	From:		88-1184		NA		NA	1986
1187	0.00	300		To:		88-639		INA		INA	1900
1187	0.11	180	R	From:		00-037		NA		NA	1986
				To: From:		88-1188					
1187	0.11	1700	R					NA		NA	1986
	0.04	4000		From:		88-1189		NΙΔ		NIA	1006
1187	0.04	1900	R	т		00.1254		NA		NA	1986
1187	0.05	2100	R	From:		88-1254		NA		NA	1986
				To- From:		Glenside Circle					
1187	0.05	120	R	r rom.				NA		NA	1995
	• • • •			To: From:		88-1359					
1187	0.06	260	R	_				NA		NA	1995
1107	0.11	200	R	From:		88-1358		NA		NA	1995
1187	0.11			To:		88-1356		1471		14/1	1000
1187	0.07	260	R	From:		00-1550		NA		NA	1995
				To: From:		88-1355; 88-1360	}				
1187	0.09	330	R	To:		GD 200 00 1222		NA		NA	1995
				From:		SR 208; 88-1223					
1188	0.10	230	R			88-1187		NA		NA	1986
				To- From:		88-1190	<u> </u>				
1188	0.10	140	R					NA		NA	1986
				To: From:		88-1192	}				1000
1188	0.05	70	R					NA		NA	1986
1188	0.10	400	R	From:		88-1189		NA		NA	1995
1100)				To:		88-1490					
1188	0.05	440	R	From:		30 1190		NA		NA	1995
				From:		88-1361 SOUTH					
1188	0.09	580	R					NA		NA	1995
	0.09	600	R	From:		88-1491		NA		NA	1995
1188	0.08	300	11	To:		88-1492		INA		14/7	1990
1188	0.08	700	R	From:		00-1472		NA		NA	1995
				To- From:		88-1363					
1188	0.08	1000	R					NA		NA	1995
	2.22	4000		To: From:		88-1496				NIA.	400-
1188	0.06	1200	R					NA		NA	1995
1188	0.30	1500	R	From:		88-1361 NORTH		NA		NA	1995
1100)	0.00	.500		To		88-1590		147.			.000
1188	0.10	1600	R	From:				NA		NA	1995
$\bigcup$				To		SR 208					

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Facto	AAWDT QW	/ Year
Spotsylvania County				From:		·		
1189	0.14	100	R	Floin.	88-1188	I NA	NA	08/26/2002
				To: From:	88-1190	]		
(1189)	0.10	270	R	т	00.1105	NA 1	NA	08/26/2002
				To: From:	88-1187			
(1190)	0.05	830	R	r tolli.	88-1191	I NA	NA	08/26/2002
				To	88-1194	<u> </u>		
1190	0.07	790	R	From:	00 1191	NA	NA	08/26/2002
				From:	88-1188			
1190	0.06	150	R			NA	NA	08/26/2002
	0.00	420	_	From:	88-1193	NIA .	- NIA	00/00/0000
1190	0.06	130	R	To:	88-1189	NA 1	NA	08/26/2002
				From:	Cul-de-Sac			
1191	0.09	70	R		Cui-de-Sac	I NA	NA	08/26/2002
				To	88-1190	]		
(1191)	0.09	790	R	From:	33 1190	NA	NA	08/26/2002
				To:	88-639			
				From:	88-1188			
1192	0.04	30	R		0.1.1.0	NA 1	NA	08/26/2002
				From:	Cul-de-Sac			
	0.04	70	R	From:	88-1190	J NA	NA	08/26/2002
1193	0.04	70		To:	Cul-de-Sac	]	14/4	00/20/2002
				From:	88-1190			
(1194)	0.06	80	R			NA	NA	08/26/2002
				To:	Cul-de-Sac			
$\bigcirc$				From:	Cul-de-Sac			4000
1195	0.11	130	R	To:	88-1239	NA 1	NA	1999
				From:	88-1293			
(1195)	0.06	630	R			NA	NA	1999
<u> </u>				To: From:	88-1297	]		
(1195)	0.06	880	R			NA	NA	1999
<u> </u>				From:	88-1183	]		
(1195)	0.06	1600	R			NA	NA	1999
$\bigcirc$				From:	88-1199	}		1000
(1195)	0.05	1700	R			NA	NA	1999
$\overline{}$	0.00	4000		From:	88-1184	N/A	NIA.	4000
(1195)	0.06	1800	R	To:	88-639	NA 1	NA	1999
				From:	88-1198			
(1196)	0.28	320	R		00 1190	NA NA	NA	07/31/2002
				To:	88-1197			
1196)	0.07	430	R	From:	22.22.	NA NA	NA	07/31/2002
				To:	88-620			
				From:	88-1196		-	
1197	0.03	50	R	To:	611.6	NA 1	NA	07/31/2002
				From:	Cul-de-Sac	<u> </u>		
(1108)	0.02	50	R	1 10III.	88-1196	J NA	NA	07/31/2002
(1198)	0.02	50		To	Cul-de-Sac	]	17/7	0170172002

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Fact		Year
Spotsylvania County				From:	Cul-de-Sac			
1199	0.12	170	R			NA	NA	1999
				To: From:	88-1187			
1199	0.21	340	R			NA	NA	1999
_				From:	88-1195			
1199	0.10	2400	R	To:	SR 208	NA I	NA	1999
				From:	88-739			
1200)	0.08	60	R		66 737	NA	NA	1986
				To:	Cul-de-Sac			
$\bigcirc$	0.00	420		From:	88-1202	NIA	NIA	4000
1201)	0.06	130	R	To:	88-681	NA I	NA	1986
				From:	US 1 BUS			
1202	0.13	330	R			NA	NA	1986
				To: From:	88-1201			
1202	0.12	210	R			NA	NA	1986
				To: From:	88-1219			
1202	0.05	90	R	To:	88-1203	NA I	NA	1986
				From:	88-716			
1203	0.05	70	R	<u> </u>	66-710	NA	NA	1986
				To:	88-1202			
$\overline{}$	0.04	4000	_	From:	US 1 BUS			4000
1204	0.24	1800	R			NA	NA	1999
	0.07	1400	R	From:	88-1231	NA	NA	1999
1204	0.07	1400	IX.	To:	00 1027	IN/A	IVA	1999
1204	0.06	810	R	From:	88-1237	NA	NA	1999
1204)				To:	88-1239			
1204	0.17	820	R	From:	33 122	NA	NA	1999
_				To: From:	88-1336			
1204	0.05	710	R			NA	NA	1999
				From:	88-1237 NORTH			
1204	0.12	290	R			NA	NA	1999
$\overline{}$	0.09	750	R	From:	88-1237 SOUTH	NA	NA	1999
1204)	0.09	750	K	т	22.42.03.03.00	INA.	NA	1999
1204)	0.22	510	R	From:	88-1269 NORTH	NA	NA	1999
1204)				To	88-1269 SOUTH			
1204)	0.04	780	R	From:	60*1207 300 III	NA	NA	1999
				To:	88-1220			
1204	0.10	780	R			NA	NA	1999
				To: From:	88-1221			
1204	0.06	880	R			NA	NA	1999
	0.05	4400		From:	88-1231	A I A		4000
1204	0.05	1100	R	To:	88-681; 88-1219	NA I	NA	1999
				From:	88-1219; 88-1235			
1204	0.06	200	R	To:	Dood Fr. J	NA I	NA	08/27/20
				From:	Dead End 88-1240			
1205	0.44	170	R		δδ-1240	NA NA	NA	1986
				To:	88-1208			

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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-1208	<u> </u>							
(1205)	0.24	170	R			88-1208			NA			NA		1986
				To: From:		88-1207	]							
(1205)	0.10	290	R	_					NA			NA		1986
(1205)	0.24	350	R	From:		88-1206	<u></u>		NA			NA		1986
(1203)				To:		88-638								
$\bigcirc$	0.40		_	From:		88-1205			NIA			NIA		4000
1206	0.10	50	R	To:		Dead End			NA			NA		1986
				From:		Dead End								
1207	0.14	100	R	To:		99 1205			NA			NA		1986
				From:		88-1205 88-1205								
(1208)	0.08	100	R	<u> </u>		00-1203			NA			NA		1986
				To:		Dead End								
(1209)	0.15	250	R	From:		88-636			NA			NA		1986
(1209)	0.10			To		Dead End			147 (			147.		1000
				From:		US 1 BUS								
1210	0.15	360	R						NA			NA		08/27/200
(a)	0.13	290	R	From:		88-1211	-		NA			NA		08/27/200
1210	0.10	250	- 1	To:		Dead End			IVA			IVA		00/21/2002
				From:		88-1212								
(1211)	0.08	250	R						NA			NA		08/27/2002
(124)	0.06	120	R	To: From:		88-1214			NA			NA		08/27/2002
1211)	0.00	120		To:		88-1215			147 (			147.		00/21/2002
(1211)	0.06	190	R	From:		00-1213			NA			NA		08/27/2002
				From:		88-1210	}							
(1211)	0.06	170	R						NA			NA		08/27/2002
(1211)	0.06	40	R	From:		88-1216	-		NA			NA		08/27/2002
(1211)	0.00	70	- 1	To:		Dead End			IVA			IVA		00/21/2002
				From:		Dead End								
(1212)	0.04	50	R						NA			NA		08/27/2002
(1)	0.09	200	R	From:		88-1211	-		NA			NA		08/27/2002
1212	0.00	200	- 1	To:		Dead End			IVA			IVA		00/21/2002
				From:		US 1 BUS								
1213	0.05	120	R	To:		Dead End	1		NA			NA		1986
				From:		US 1 BUS	1							
(1214)	0.12	230	R						NA			NA		1986
		4.5.5		To: From:		88-1211								10
(1214)	0.10	110	R	To:		Dead End			NA			NA		1986
				From:		US 1 BUS	<del></del>							
(1215)	0.14	240	R						NA			NA		1986
				To: From:		88-1211	<u> </u>							
1216)	0.14	230	R	riom:		US 1 BUS	l		NA			NA		1986
				To:		88-1211								

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Qk Factor	Dir AAWDT Q Factor	W Year
Spotsylvania County				From:	88-1211			
(1216)	0.10	90	R			NA	NA	1986
				To-	Dead End			
$\bigcirc$	0.09	140	R	From:	US 1 BUS; 88-1227	NA	NA	1006
(1217)	0.09	140	ĸ	To:	Dead End	INA 	NA	1986
				From:	Dead End			
1218)	0.10	90	R			NA	NA	09/12/2002
				To:	88-636			
	0.06	240	R	From:	88-1235	NA.	NA	1006
(1219)	0.06	210	ĸ	. —		NA	INA	1986
	0.09	300	R	From:	88-1236	NA	NA	1986
1219	0.00	000		To:	99.717	I V	101	1000
(1219)	0.04	190	R	From:	88-716	NA	NA	1986
				To	88-1202			
(1219)	0.06	240	R	From:	00 1202	NA	NA	1986
				To:	88-681; 88-1204			
$\bigcirc$	2.11		_	From:	88-681			4000
1220	0.11	140	R			NA	NA	1986
	0.00			From:	88-1204	NIA.	- NA	4005
(1220)	0.08	60	R	To:	Cul-de-Sac	NA I	NA	1995
				From:	Dead End			
(1221)	0.04	50	R	<u> </u>	Dead End	NA	NA	1986
				To-	88-1204			
$\bigcirc$				From:	88-681			
1222	0.04	50	R	To:	Dead End	NA I	NA	1986
				From:	SR 208; 88-1187			
(1223)	0.17	1900	R	<u> </u>	SR 200, 00-1107	NA	NA	09/25/2002
				To:	88-1224 SOUTH			
(1223)	0.12	2000	R	From:	00 122 1000 111	NA	NA	09/25/2002
				To: From:	88-1224 NORTH			
(1223)	0.13	2000	R	rioin.		NA	NA	09/25/2002
				To: From:	Dead End; Gap Terminus 88-1982 Gap Terminus			
(1223)	0.23	1700	R	<u>                                     </u>	00-1702 Gap Terrinnus	NA NA	NA	09/25/2002
				To:	88-1005			
(1223)	0.06	60	R	From:		NA	NA	09/25/2002
				To:	Dead End			
$\bigcirc$	2.24		_	From:	88-1223			22/27/222
1224	0.21	50	R	To:	88-1223	NA I	NA	09/25/2002
				From:	Dead End			
(1225)	0.06	10	R	<u> </u>	Dead Lind	NA	NA	1986
				To-	88-1226 NORTH			
(1225)	0.05	50	R	ecom:		NA	NA	1986
				To: From:	88-1226 SOUTH			
(1225)	0.05	80	R		-	NA	NA	1986
				To:	88-636			
<u></u>	0.00	40	Б	From:	88-1225 SOUTH	NIA.	NIA	1006
(1226)	0.02	40	R	To	88-1245	NA I	NA	1986
					00-12TJ	<u> </u>		

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle				K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		8	88-1245		1							
1226	0.07	20	R							1	NA			NA		1986
				To: From:			225 NORTH BUS; 88-121									
(1227)	0.38	1400	R	110111.		USTE	5US; 88-121	1 /			NA			NA		1986
				To:		D	ead End									
$\bigcap$	0.00	770	-	From:		U	S 1 BUS				NA			NA		00/27/2002
1228	0.08	770	R	To:			00.1220			1	INA			NA		08/27/2002
(1228)	0.06	680	R	From:			38-1229				NA			NA		08/27/2002
				To: From:		8	38-1230									
(1228)	0.06	590	R								NA			NA		08/27/2002
				To:			38-1231									
	0.08	110	R	From:		8	88-1228				NA			NA		08/27/2002
1229	0.00	110	IX.	To:		Cı	ul-de-Sac				INA			INA		00/21/2002
				From:			88-1228									
1230	0.07	90	R							1	NA			NA		08/27/2002
				To: From:			ul-de-Sac									
(1231)	0.05	400	R	From:		8	38-1204				NA			NA		1986
(1231)	0.00			To			88-1233									
(1231)	0.06	520	R	From:		C	10-1233				NA			NA		1986
				To: From:		8	88-1228									
(1231)	0.03	390	R	From:						l	NA			NA		1986
				From:		88-12	232 NORTH	I								
(1231)	0.11	360	R								NA			NA		1986
<u> </u>				From:		88-12	232 SOUTH	[								
(1231)	0.07	410	R	To:		C	88-1204			İ	NA			NA		1986
				From:			231 SOUTH	r								
(1232)	0.10	80	R			00-12	.51 300111	ı			NA			NA		1986
				To: From:		8	38-1244									
(1232)	0.11	160	R	From:					•	<u>!</u> !	NA			NA		1986
				To: From:		88-12	231 NORTH	I								
(1232)	0.03	40	R							i I	NA			NA		1986
				To: From:			ul-de-Sac									
(1233)	0.04	60	R	FIOIII.		Cı	ul-de-Sac				NA			NA		1986
1233				To		S	38-1231									
(1233)	0.17	80	R	From:			18-1231				NA			NA		1995
				To:		8	88-1204									
				From:		U	S 1 BUS									
(1234)	0.29	7600	R							•	NA			NA		11/14/2002
	0.20	7700	В	From:		8	88-1235				NA			NA		11/11/2002
(1234)	0.39	7700	R	т			00.626			Ì	INA			INA		11/14/2002
(1234)	0.64	5700	R	From:			88-636				NA			NA		11/14/2002
(1234)	0.04		• • •	To:		Cı	ul-de-Sac				, .					
		·		From:		8	88-1234									
(1235)	0.10	2100	R								NA			NA		08/27/2002
				From:		8	88-1219									00/0
1235	0.13	230	R	To:		7	and End		<del></del> 1		NA			NA		08/27/2002
						D	ead End									

					opoto yrvarna rviaintenanoe 7 trea				
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2		QK Dir or Factor	AAWDT QW	Year
Spotsvlvania County				From:		-			
(1236)	0.06	100	R	rioni.	88-1219	NA		NA	1986
				To:	Cul-de-Sac				
$\sim$				From:	US 1 BUS				
(1237)	0.24	1200	R			NA		NA	10/17/2002
				From:	88-1238				4044=40000
1237)	0.08	740	R			NA		NA	10/17/2002
	0.05	520	R	From:	88-1204	NA		NA	10/16/2002
1237)	0.05	320	K		20.1007	- NA		INA	10/10/2002
(1227)	0.32	380	R	From:	88-1336	NA		NA	10/16/2002
1237)	0.02			To:	00 1227				10/10/2002
1237	0.07	190	R	From:	88-1337	NA		NA	10/16/2002
				To:	88-1204				
(1237)	0.11	220	R	From:	00-1204	NA NA		NA	10/16/2002
				To:	88-1338				
(1237)	0.14	480	R	From:		NA NA		NA	10/16/2002
				To:	88-1204				
$\bigcirc$	0.40	440	-	From:	88-1237			NIA	40/47/0000
1238	0.13	140	R			NA		NA	10/17/2002
	0.07	00		From:	88-1243	NA NA		NIA	10/17/2002
1238	0.07	90	R	_				NA	10/17/2002
	0.04	50	R	From:	88-1239	NA		NA	10/17/2002
1238	0.04	30	IX.	To	Dead End			IVA	10/11/2002
				From:	88-1204				
(1239)	0.16	210	R			NA		NA	10/17/2002
				To:	88-1238				
	0.10	70		From:	88-638	NA		NIA	1006
(1240)	0.18	70	R					NA	1986
1240	0.12	60	R	From:	88-1241 EAST	NA		NA	1986
(1240)	0.12	00		To:	88-1241 WEST			10/1	1000
1240	0.32	40	R	From:	88-1241 WES1	NA		NA	1986
1249				To:	Dead End				
				From:	88-1240 WEST				
(1241)	0.43	20	R			NA		NA	1986
				To: From:	88-1240 EAST				
1242	0.29	250	R	FIOIII.	88-628	NA		NA	1999
1242)	0.20	200		To:	Cul-de-Sac			10/1	1000
				From:	88-1238				
(1243)	0.03	150	R			NA		NA	10/17/2002
				To:	Cul-de-Sac				
	0.04	70	R	From:	88-1232	NA		NA	1986
1244)	0.04	10	Λ.	To:	Cul-de-Sac	, INA		INA	1300
				From:	Dead End				
(1245)	0.03	20	R			NA		NA	1986
				To:	88-1226				
$\bigcirc$	0.45	0000	_	From:	88-1247			NIA	4005
(1246)	0.45	8600	R	To:	US 1; Ent Ser Rd	NA NA		NA	1995
					OS 1, EIII SCI KU	1			

						yivaina iviaintenanee 7 tie							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC Fac		Oir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-1246	ĺ						
(1247)	0.18	900	R			00-12-10		N	A		NA		1986
				To:		Cul-de-Sac							
(1249)	0.50	2000	R	From:		88-636		l N	Δ		NA		09/25/2002
(1248)	0.00	2000		To:		Dead End					107		00/20/2002
				From:		Dead End							
(1249)	0.21	210	R					. N	A		NA		1999
	0.04	340	R	From:		88-2053		N	^		NA		1999
1249	0.04	340		To:		88 2052	l		^		INA		1999
(1249)	0.03	420	R	From:		88-2052		N	A		NA		1999
				To:		88-2050	ŀ						
(1249)	0.06	1000	R					N	A		NA		1999
				To: From:		88-636							
1249	0.09	240	R					. N	A		NA		1999
	0.16	90	R	From:		88-1250		N	^		NA		1999
1249	0.16	90	K	To:		Cul-de-Sac			Α.		INA		1999
				From:		88-1249							
1250	0.20	140	R	_				N	A		NA		1986
				To: From:		88-1251							
(1251)	0.08	120	R	From:		88-636		l N	Α		NA		1986
1251	0.00			To:		88-1250	1		•				
(1251)	0.06	10	R	From:		00-1250		N	Α		NA		1999
				To: From:		88-1317							
(1251)	0.12	20	R					N	A		NA		1999
				To: From:		Cul-de-Sac							
(1252)	0.05	270	R	r toni.		US 1		l N	A		NA		09/16/2002
(1232)				To:		Dead End							
				From:		Cul-de-Sac			_				
(1253)	0.30	290	R	To:		88-636		N I	A		NA		1999
				From:		Dead End							
(1254)	0.05	60	R	<b></b>				N	A		NA		1995
				To: From:		88-1187	-						
(1254)	0.05	90	R	To:				N I	A		NA		1986
				From:		Cul-de-Sac							
(1255)	0.15	140	R			Cul-de-Sac		l N	Α		NA		08/05/2002
				To: From:		88-1264							
1255	0.06	320	R	FIOII.				N	A		NA		08/05/2002
				To: From:		88-1263							
(1255)	0.06	470	R	_				. N	A		NA		08/05/2002
	0.06	670		From:		88-1262		k i	٨		NI A		08/05/2002
(1255)	0.06	670	R	To		00.1261	<del></del> 1	N I	^		NA		08/05/2002
(1255)	0.06	840	R	From:		88-1261		N	A		NA		08/05/2002
1233		- • •		To:		88-1260							
(1255)	0.06	970	R	From:				N	A		NA		08/05/2002
				To:		88-1259							

					Spotsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OK	AAVVI)I (JVV	Year
Spotsylvania County				From:	88-1259			
(1255)	0.06	1200	R		00 120)	NA	NA	08/05/2002
				To: From:	88-1258			
1255	0.06	1300	R			NA	NA	08/05/2002
$\overline{\bigcirc}$	0.07	1500		From:	88-1256	NA	NA	00/05/2000
1255	0.07	1500	R	To:	88-639	INA 	NA	08/05/2002
				From:	88-1255			
(1256)	0.23	110	R	To:	00.404	NA	NA	08/05/2002
				From:	88-1257 88-1276			
(1257)	0.12	190	R	<u>.                                    </u>	88-1270	NA NA	NA	08/05/2002
				To:	88-1264			
1257	0.06	370	R			NA	NA	08/05/2002
				From:	88-1263			
(1257)	0.06	550	R			NA	NA	08/05/2002
(1257)	0.06	750	R	From:	88-1262	NA	NA	08/05/2002
1257	0.00			To:	88-1261			00/00/2002
(1257)	0.06	900	R	From:	00-1201	NA NA	NA	08/05/2002
				To: From:	88-1260	<u> </u>		
(1257)	0.06	1000	R	<u>-</u>		NA	NA	08/05/2002
				From:	88-1259			
(1257)	0.06	1200	R	-		NA	NA	08/05/2002
(1)	0.06	1300	R	From:	88-1258	NA	NA	08/05/2002
1257	0.00	1000		Tar	88-1256	14/1	107	00/00/2002
(1257)	0.07	1500	R	From:	00-1230	NA NA	NA	08/05/2002
				To:	88-639			
$\bigcirc$	0.23	140	ь	From:	88-1255	NA	NA	08/05/2002
1258	0.23	140	R	To:	88-1257	INA	NA .	00/03/2002
				From:	88-1255			
(1259)	0.23	190	R	To:	00.1257	NA	NA	08/05/2002
				From:	88-1257 88-1255			
(1260)	0.24	160	R	<u>.                                    </u>	00-1233	NA NA	NA	08/05/2002
				To:	88-1257			
$\bigcirc$	0.25	170	_	From:	88-1255	NIA	NA	08/05/2002
1261)	0.25	170	R	To:	88-1257	NA 	NA	00/03/2002
				From:	88-1255			
1262	0.13	160	R			NA	NA	08/05/2002
	2.42	400		From:	88-1275			
(1262)	0.13	180	R	To:	88-1257	NA 	NA	08/05/2002
				From:	88-1255			
(1263)	0.14	130	R	-		NA	NA	08/05/2002
				To: From:	88-1275			
1263	0.13	130	R	To:	88-1257	NA I	NA	08/05/2002
				From:	88-1255			
(1264)	0.20	170	R			NA	NA	08/05/2002
				To:	88-1276			

					Spoisyivania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QF	Oir AAWDT Factor	QW Year
Spotsylvania County				From:	88-1276			
(1264)	0.08	120	R		33 12/0	NA	NA	08/05/2002
				To:	88-1257			
$\bigcirc$	0.24	450	_	From:	88-1266 SOUTH	NIA	NA	1000
1265	0.24	450	R	_		NA	NA	1999
(1005)	0.07	1000	R	From:	88-1266 NORTH	NA	NA	1999
1265	0.01	1000		To:	88-636	14/	1471	1000
_				From:	88-1265 N; Begin Loop			
1266	0.30	100	R			NA	NA	1999
				To: From:	88-1265 SOUTH			
1266	0.43	350	R	To:	99 1265 Nr. End Loon	NA I	NA	1999
				From:	88-1265 N; End Loop			
(1267)	0.04	60	R	<u></u>	Cul-de-Sac	NA NA	NA	1999
				To:	88-636			
$\sim$				From:	88-1220			
1268	0.09	40	R	To:	Cal de Car	NA I	NA	1995
				From:	Cul-de-Sac			
1269	0.23	60	R		88-1204 WEST	I NA	NA	1995
(1203)				To:	88-1204 EAST			
				From:	88-1821 NORTH			
1270	0.77	460	R			NA	NA	1986
	0.45	400		To: From:	88-639			1000
1270	0.15	460	R			NA •	NA	1986
	0.05	300	R	From:	88-1271	NA	NA	1986
1270	0.05	300	K		00.4000	INA I	INA	1960
1270	0.19	180	R	From:	88-1272	NA	NA	1986
1270	00			To:	88-1274			
				From:	Cul-de-Sac			
(1271)	0.13	130	R		00.44-0	NA	NA	1986
				To:	88-1270			
1272)	0.10	70	R	From:	88-1274	NA NA	NA	1986
1272	00			To:	88-1270			
				From:	88-1274			
1273	0.12	130	R		00.44-0	NA	NA	1995
				To: From:	88-1270			
(1274)	0.98	70	R	From:	Cul-de-Sac	NA NA	NA	1995
(1274)	0.00			To:	88-1002	147	101	1000
				From:	88-1263		<del></del>	
1275)	0.05	20	R	To:	00.10/0	NA	NA	08/05/2002
				From:	88-1262			
1276	0.03	70	R		Cul-de-Sac	NA NA	NA	08/05/2002
1270	2.00			To:	88-1257			33.33.2302
(1276)	0.09	80	R	From:	00-127/	NA	NA	08/05/2002
				To:	88-1264			
$\bigcirc$			_	From:	Dead End			
1277	0.12	70	R	To:	00 1247	NA I	NA	1995
					88-1247			

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Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-1312		1							
1278)	0.26	310	R	<u> </u>		00-1312				NA			NA		1986
				To:		88-1147									
	0.22	90	R	From:		88-1312				NA			NA		1986
1279	0.22	30	- 1	To		88-1147				INA			INA		1900
1279	0.06	70	R	From:		00-11-7				NA			NA		1986
				To: From:		88-1314									
1279	0.07	60	R							NA			NA		1986
4979	0.07	60	R	From:		88-1313				NA			NA		1986
1279	0.07	00	11	To:		88-1177				INA			INA		1900
1279	0.12	60	R	From:		00-11//				NA			NA		1986
				To: From:		88-1300									
1279	0.16	70	R	To:		00 1147				NA			NA		1986
				From:		88-1147 88-1281									
1280	0.19	120	R	<u> </u>		00-1201				NA			NA		1986
				To: From:		88-1330		-							
1280	0.07	70	R	To:		00 1106				NA			NA		1986
				From:		88-1106 88-1112									
1281	0.06	130	R	<u></u>		00-1112				NA			NA		1986
				To: From:		88-1280									
1281)	0.04	100	R	To:		88-1332				NA			NA		1995
				From:		88-1112									
1282	0.04	290	R	<u> </u>		00 1112				NA			NA		1986
				From:		88-1283									
1282	0.07	260	R							NA			NA		1986
1282)	0.07	70	R	From:		88-1114				NA			NA		1986
1282)	0.07	70	- 1\	To:		Cul-de-Sac				INA			14/-1		1300
$\overline{}$				From:		88-1282									
1283	0.04	40	R	To:		Cul-de-Sac				NA			NA		1986
				From:		88-1286									
1284)	0.12	360	G	97%	1%	2% 1%	0%	0%	F	0.126	F	0.625	390	G	2003
	• • •			From:	10:	88-1473	201			0.4	_	0.55=	20-		20
1284	0.24	360	G	97% To:	1%	2% 1% 88-620	0%	0%	С	0.141	F	0.527	390	G	2003
				From:		Cul-de-Sac		1							
1285	0.09	47	R							NA			NA		1999
				To: From:		88-1293									
1286	0.06	390	R	FIOIII.		88-639				NA			NA		07/31/200
				To- From:		88-1287									
1286	0.06	260	R	rioil.						NA			NA		07/31/200
				From		88-1288 SOUT	Н	<u> </u>							<b>A=</b> /- · · · ·
1286	0.20	320	R							NA			NA		07/31/200
	0.05	480	R	From:		88-1288 NORT	Н	<del></del>		NA			NA		07/31/200
(1286)	<u> </u>	-100		To		88-1289				13/7			11/7		
<u> </u>				To:		88-1289									

Route	Length	AADT	QA	4Tire	Bus	QC K Factor	QK Dir Factor	AAWDT QV	V Year
Spotsylvania County				From:	88-1289				
(1286)	0.12	540	R	<u> </u>	00 120)	NA		NA	07/31/2002
<u> </u>	2.22			To: From:	88-1287				07/04/0004
(1286)	0.06	840	R	To	88-620	NA		NA	07/31/2002
				From:	88-1286 SOUTH				
(1287)	0.24	190	R			NA		NA	07/31/2002
^	0.12	200	R	To: From:	88-1289	NIA		NΙΔ	07/24/2001
(1287)	0.13	300	ĸ	To:	88-1286 NORTH	NA		NA	07/31/2002
				From:	88-1286 SOUTH				
1288	0.19	100	R			NA		NA	07/31/2002
				To: From:	88-1286 NORTH				
(1289)	0.09	90	R	From:	88-1286	NA		NA	07/31/2002
(1209)				To:	88-1287				
				From:	88-1292				
1290	0.05	260	R			NA		NA	1999
	0.06	100	R	From:	88-1347	NA		NA	1999
1290	0.06	100	ĸ		10.4046	INA		INA	1999
(1290)	0.06	610	R	From:	88-1346	NA		NA	1999
(1230)				To:	88-1345				
(1290)	0.04	910	R	From:	00 13 13	NA		NA	1999
				To: From:	88-1291				
1290	0.05	1400	R			NA		NA	1999
				To: From:	88-764				
1290	0.25	2200	R	To:	88-639	NA		NA	1999
				From:	88-1292				
(1291)	0.22	410	R		00-12/2	NA		NA	1999
				To: From:	88-1290				
(1291)	0.17	290	R	rioni.		NA		NA	1999
				To: From:	88-1349				
1291	0.13	160	R	To:	88-1292 EAST	NA		NA	1999
				From:	88-639				
(1292)	0.06	860	R		88-039	NA		NA	08/07/2002
				To: From:	88-1291				
1292	0.06	690	R	From:		NA		NA	08/07/2002
				To: From:	88-1345				
1292	0.06	450	R			NA		NA	08/07/2002
				From:	88-1346				
(1292)	0.06	340	R			NA		NA	08/07/2002
	0.16	230	R	From:	88-1347	NA		NA	08/07/2002
(1292)	0.10	230	ĸ	To:	00 1200	INA		INA	00/01/2002
(1292)	0.23	260	R	From	88-1290	NA		NA	08/07/2002
1.232				To:	88-1347 EAST				
(1292)	0.07	200	R	From:	00 13T/ L/LOI	NA		NA	08/07/2002
$\bigcup$				To:	88-1346				
(1202)	0.07	140	R	From:	88-1346 EAST	NA		NA	08/07/2002
(1292)	0.07		••	To	88-1345 EAST	14/1		. • • •	00/01/2002

					Spotsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QV actor	V Year
Spotsylvania County				From:	88-1345 EAST			
(1292)	0.07	160	R		00-13-13 LAD1	NA NA	NA	08/07/2002
				To:	88-1291 EAST			
	0.07	110		From:	88-1291	NIA	NΙΔ	00/07/2004
(1292)	0.07	140	R			NA -	NA	08/07/2002
	0.05	050		From:	88-764	NIA	- NIA	00/07/000/
(1292)	0.05	250	R			NA -	NA	08/07/2002
$\bigcirc$				From:	88-1365			
(1292)	0.04	60	R	To:	C-1 1- C	NA I	NA	08/07/2002
				From:	Cul-de-Sac			
	0.05	40	R	r tolli.	Cul-de-Sac	NA	NA	1999
(1293)	0.03	40	IX.			I NA	INA	1999
	0.14	140	R	From:	88-1294	NA	NA	1999
(1293)	0.14	140	K	To:	88-1195	INA 	NA .	1999
				From:	88-1293			
(1294)	0.05	110	R	<u> </u>	88-1293	NA	NA	1999
(1294)	0.00		••	To:	99 1207	1		
(1204)	0.05	100	R	From:	88-1297	NA	NA	1999
(1294)	0.00	100	1	To:	88-1183		IVA	1000
				From:	88-674			
(1295)	0.06	270	R		30 071	NA	NA	07/31/2002
				To:	88-1296			
(1205)	0.33	200	R	From:	00-1270	NA	NA	07/31/2002
(1295)	0.00		••	To:	99 1205	1		0.702002
4005	0.06	20	R	From:	88-1305	NA	NA	07/31/2002
(1295)	0.00	20		To:	Cul-de-Sac		107	0170172002
				From:	88-1295			
(1296)	0.19	70	R	<u> </u>	00 12/0	NA	NA	07/31/2002
				To:	Cul-de-Sac			
				From:	88-1294			
(1297)	0.12	110	R			NA	NA	1999
				To:	88-1195			
				From:	88-638			
1298	0.64	150	R			NA	NA	1986
				To:	Dead End			
$\bigcirc$	0.55	110	В	From:	88-620	NIA	NΙΔ	1006
1299	0.55	140	R	To:	Cul-de-Sac	NA I	NA	1986
				From:	88-1279			
(1300)	0.05	40	R	<u> </u>	00-12/7	NA	NA	1986
(1300)	0.00		••	To:	Cul-de-Sac			
				From:	US 17 BUS			
(1301)	0.17	890	R	<u> </u>	00 11 200	NA	NA	1999
				To	88-1306			
(1301)	0.17	610	R	From:	00 1300	NA NA	NA	1999
				To	88-1302			
(1301)	0.20	430	R	From:	00-1302	NA	NA	1999
				To:	00 1204	<u>.</u>		
(1201)	0.05	60	R	From:	88-1304	NA	NA	1999
(1301)	0.00	-	•	To:	88-1309		101	1000
				From:	88-1303			
(1302)	0.05	70	R	<u> </u>	00 1000	NA NA	NA	1999
				To:	88-1301			

					Spoisyivania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Di QC Factor Fac	$\Delta \Delta M / M + M + M + M + M + M + M + M + M +$	Year
potsylvania County				From:	110 17 DUG	<del>1</del>		
1303	0.18	590	R		US 17 BUS	I NA	NA	1999
1303)				To	88-1306	<u></u>		
1303)	0.17	430	R	From:	86-1300	NA	NA	1999
				To	88-1302	<u> </u>		
1303)	0.20	210	R	From:	***************************************	NA	NA	1999
				To:	88-1304			
$\bigcirc$				From:	88-1310			
1304)	0.06	130	R	_		NA -	NA	1999
$\overline{}$	0.05	400		From:	88-1303	NIA	NIA	4000
1304	0.05	180	R			NA •	NA	1999
$\overline{}$	0.08	110	R	From:	88-1301	NA NA	NA	1999
1304)	0.06	110	K	To:	Dead End	]	INA	1999
				From:	Cul-de-Sac			
1305)	0.14	50	R		Cui do-Dao	NA NA	NA	1986
				To:	88-1295	]		
				From:	88-1310			
1306	0.06	220	R			NA	NA	1999
				To: From:	88-1303 28-1303			
1306	0.05	40	R	<u> </u>	20 1303	NA	NA	1999
				To:	88-1301			
				From:	US 17 BUS			
1307	0.02	270	R			NA	NA	1999
				To: From:	88-1308 SOUTH	]		
1307	0.28	80	R			NA	NA	1999
				From:	88-1308 NORTH			
1307	0.25	50	R	To:	D. I.F. I	NA 1	NA	1999
				From:	Dead End			
1308)	0.30	70	R	1101111	88-1307	I NA	NA	1999
1306)	0.00	. •		To:	88-1307	]		1000
				From:	Dead End			
1309)	0.05	46	R			NA	NA	1999
				To:	88-1301			
$\bigcirc$	2.22	4000		From:	US 17 BUS			1000
1310	0.20	1800	R			NA	NA	1999
$\overline{}$	0.37	390	R	From:	88-1306	NA NA	NA	1999
1310	0.57	390	K	To:	88-1304	]	INA	1999
				From:	88-1312			
1311)	0.21	220	R		00 1312	NA	NA	1986
				To:	88-1147			
				From:	Cul-de-Sac			
312	0.10	110	R			NA	NA	1986
_				From:	88-1278	}		
1312	0.05	90	R			NA	NA	1986
				From:	88-1311	}		
1312	0.05	80	R			NA	NA	1986
				From:	88-1279			
1312	0.06	60	R	т	20 2010	NA 1	NA	08/19/20
				To	88-2010			

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	QK Dir Factor	AAWDT (	QW Year
Spotsvlvania Countv				From:	88-1279	1			
(1313)	0.03	40	R			NA		NA	1986
				To	Cul-de-Sac				
				From:	88-1279				
1314)	0.05	40	R			NA		NA	1986
				To: From:	Cul-de-Sac				
4245	0.22	110	R	FIOII.	88-609	NA NA		NA	10/21/200
1315)	0.22	110		To:	Cul-de-Sac	]		IVA	10/2 1/200
				From:	Cul-de-Sac				
1316)	0.12	70	R			NA		NA	1995
				To:	88-1175 EAST				
$\bigcirc$				From:	88-1251				
1317	0.16	110	R	To:	0.1.1.0	NA I		NA	1999
				From:	Cul-de-Sac				
	0.04	1700	R	From:	88-1319	NA		NA	1999
(1318)	0.04	1700	IX.	To:	88-636	1		INA	1999
				From:	Cul-de-Sac	I			
1319	0.30	1600	R	<u> </u>	our de bue	NA		NA	10/31/200
				To:	88-1318	1			
1319	0.22	280	R	From:	00 1310	NA		NA	10/31/200
				To:	88-1397	<u> </u>			
_				From:	US 17 BUS				
1320	0.09	470	R			NA		NA	09/04/200
				To: From:	88-1323				
(1320)	0.34	390	R			NA		NA	09/04/200
				To:	88-1322				
$\bigcirc$				From:	US 17 BUS				00/04/000
(1321)	0.11	480	R			NA		NA	09/04/200
$\overline{}$	0.04			From:	88-1323			NIA.	20/04/000
1321)	0.34	370	R	To:	88-1322	NA I		NA	09/04/200
				From:					
(1322)	0.15	130	R		Cul-de-Sac	NA		NA	09/04/200
(1322)	00		•••	To:	00 1221	1			00/0 // 200
(1222)	0.06	140	R	From:	88-1321	NA		NA	09/04/200
1322	0.00		•••	То:	88-1320	1			00.0 200
				From:	88-1320				
(1323)	0.06	60	R			NA		NA	09/04/200
				To:	88-1321				
				From:	FR-691				
(1324)	0.20	1800	R	To:	LIC 1 DUG	NA I		NA	11/14/200
					US 1 BUS	<u> </u>			
	0.09	90	R	From:	88-1326	NA NA		NA	1999
1325	0.09	30	11	To:	88-1328	IN/A		INA	1333
_				From:	88-1340				
1326	0.28	100	R	<u> </u>	55 15 10	NA NA		NA	1999
				To:	88-1327	1			
1326	0.08	70	R	From:	00-1327	NA		NA	1999
				To:	88-1328	1			
(1326)	0.06	110	R	From:	00-1320	NA NA		NA	1999

					Spotsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor QK	Dir Factor AAWDT QW	Year
Spotsylvania County				From:	88-1326	i		
(1327)	0.09	130	R		66-1320	NA NA	NA	1999
				To-	88-1328			
				From:	US 17 BUS			
1328	0.38	910	R			NA	NA	1999
				From:	88-1327	]		
1328	0.15	500	R			NA	NA	1999
				To:	88-1326	<u> </u>		
	0.08	60	R	From:	88-1326	<u> </u>	NA	1999
1329	0.06	60	K	To:	88-1328	NA <b>1</b>	NA .	1999
				From:	88-1112	·		
1330	0.13	60	R		00 1112	NA NA	NA	1995
				To:	88-1114 SOUTH	1		
(1330)	0.34	90	R	From:	00 1111 500 111	NA	NA	1986
				To	88-1114 NORTH			
1330	0.08	100	R	From:	60 III II OKIII	NA	NA	1986
				To:	88-1280 NORTH			
				From:	88-1112			
(1331)	0.13	90	R	_		NA	NA	1995
				To:	Cul-de-Sac			
$\bigcirc$	0.00	00		From:	88-1112		NIA	4005
1332	0.22	80	R	To:	88-1114	NA 1	NA	1995
				From:	88-1332	l		
(1333)	0.04	60	R	<u> </u>	00-1332	J NA	NA	1995
1000				To:	Cul-de-Sac			
				From:	88-1326			
1334	0.11	60	R			NA	NA	09/04/200
				To:	88-1328			
$\bigcirc$				From:	88-1326	]		
1335	0.10	60	R	To:	00 1220	NA 1	NA	09/04/200
				From:	88-1328			
(1336)	0.15	200	R	r toin.	88-1237	J NA	NA	1986
(1336)	0.10		•••	To:	00.1005	1		1000
	0.05	90	R	From:	88-1337	NA	NA	1986
1336	0.00	30		To:	88-1204	1	IVA	1300
				From:	88-1237			
1337	0.07	120	R	<u> </u>		NA	NA	1986
				To:	88-1339	]		
(1337)	0.06	90	R	From:		NA	NA	1986
				To:	88-1336			
				From:	88-1237			
(1338)	0.03	50	R	. —		NA	NA	1986
				To:	Cul-de-Sac			
	0.44	40	Б	From:	Cul-de-Sac	) NA	NΙΛ	1006
1339	0.11	40	R	To:	88-1337	NA <b>1</b>	NA	1986
				From:		I		
(1340)	0.09	240	R		88-1326	J NA	NA	1999
1340	0.00	_ +0	• • • • • • • • • • • • • • • • • • • •	To:	88-1328	]	14/1	.000
				From:	88-1343			
(1341)	0.06	80	R	<u> </u>	55 13 .3	NA NA	NA	1986
				To-	88-1342	]		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor F	Dir AAWDT QW Factor	Year
Spotsylvania County				From:	88-1342			
1341)	0.05	100	R			NA	NA	1986
				To:	88-620			
1342)	0.25	60	R	From:	Cul-de-Sac	I NA	NA	1986
(1342)	0.20		.``	To:	88-1341	]		1000
$\widehat{}$				From:	88-1344			
1343	0.12	70	R			NA	NA	1986
	0.42			From:	88-1341	NIA.	NIA	1005
1343	0.13	90	R			NA	NA	1995
1243	0.05	80	R	From:	88-1353	NA	NA	1995
1343				To:	88-1352	<u> </u>		
1343)	0.06	90	R	From:	88-1332	NA NA	NA	1995
				To:	88-1344			
$\bigcirc$			_	From:	Cul-de-Sac			400=
1344	0.18	60	R			NA	NA	1995
$\overline{}$	0.06	90		From:	88-1343	NΛ	NΛ	1005
(1344)	0.06	80	R	т	00.1251	NA I	NA	1995
_	0.10	90	R	From:	88-1351	NA	NA	1995
(1344)	0.10		• • • • • • • • • • • • • • • • • • • •	To	88-1343	10 t	101	1000
(1344)	0.07	120	R	From:	00-1343	NA	NA	1986
				To	88-620			
(1344)	0.04	3100	R	From:		NA	NA	1999
				To: From:	88-1580 SOUTH	]		
1344	0.06	2800	R	110111		NA	NA	1999
				To: From:	88-1581	}		
(1344)	0.08	2500	R			NA	NA	1999
$\overline{\bigcirc}$	0.40			To: From:	88-1580 NORTH			1000
1344	0.48	2200	R			NA -	NA	1999
	0.08	1900	R	From:	88-1583	NA	NA	1999
1344	0.00	1300	IX.	To:	00 1504	1	IVA	1999
(1344)	0.08	1800	R	From:	88-1584	NA	NA	1999
(1344)				To	88-1585	<u> </u>		
1344	0.05	1700	R	From:	00 1365	NA	NA	1999
				To: From:	88-1576			
1344)	0.06	840	R	rioin.		NA	NA	1999
				To: From:	88-1577	-		
1344	0.06	750	R			NA	NA	1999
	0.00	000		To: From:	88-1578	<b></b>	NI A	4000
(1344)	0.06	680	R			NA	NA	1999
	0.70	570	R	From:	88-1579	NA	NA	1999
1344	0.70	370	N	To:	Cul-de-Sac	IN/A	11/7	1999
				From:	Dead End			
1345)	0.13	120	R	<u>-</u>		NA	NA	08/07/2002
				To: From:	88-1292 WEST	<del> </del>		
1345	0.20	120	R			NA	NA	08/07/2002
	• • •	425	_	From:	88-1290	<u> </u>		00/0=/5=5
(1345)	0.18	180	R			NA	NA	08/07/2002

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir Factor Fact	$\Delta \Delta M/M/M$	/ Year
Spotsylvania County				From:	88-1349	<del> </del>		
(1345)	0.09	80	R		00-1349	I NA	NA	08/07/200
1049				To	88-1292 EAST	]		
				From:	88-1292 WEST			
1346	0.17	100	R			NA	NA	08/07/200
				To- From:	88-1290	]		
(1346)	0.24	160	R			NA	NA	08/07/200
				To:	88-1292 EAST			
	0.45	00	_	From:	88-1292 WEST	) NA	NIA	00/07/000
1347	0.15	80	R			NA •	NA	08/07/200
$\overline{}$	0.20	400		From:	88-1290	NIA	NΑ	00/07/200
1347)	0.20	180	R	To:	88-1292 EAST	NA 1	NA	08/07/200
				From:				
1348	0.08	80	R	Щ_	88-764	I NA	NA	08/07/200
(1346)	0.00		•••	To:	Cul-de-Sac	]		00/01/200
				From:	88-1345			
1349	0.26	150	R			NA	NA	08/07/200
<u> </u>				To:	Dead End			
				From:	Cul-de-Sac		-	
(1350)	0.81	540	R	_		NA 1	NA	08/05/200
				To:	88-628			
	0.05	40	_	From:	Dead End		NIA	4005
1351	0.05	40	R			NA	NA	1995
			_	To: From:	88-1344	<u> </u>		100-
1351)	0.05	50	R	To:	Cul-de-Sac	NA 1	NA	1995
				E		<u> </u>		
(1050)	0.10	60	R		Cul-de-Sac	J NA	NA	1995
(1352)	0.10	00		To:	88-1343	1	IVA	1000
-				From:	88-1343			
(1353)	0.04	60	R		00 15 15	NA	NA	1995
				To:	Cul-de-Sac			
				From:	88-1187			
1354)	0.04	30	R			NA NA	NA	1999
				To:	Cul-de-Sac			
	0.40	70	_	From:	88-1356	]	NIA	4005
1355	0.13	70	R	To:	88-1187; 88-1360	NA 1	NA	1995
				From:		<u> </u>		
1356	0.26	70	R		Dead End	I NA	NA	1995
1330)	0.20	,,	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	]	10/	1000
				From:	Cul-de-Sac	İ		
1357	0.07	60	R			NA	NA	1995
$\cup$				To:	88-1356			
				From:	Cul-de-Sac			
(1358)	0.04	60	R			NA 1	NA	1995
				To:	88-1187	<u> </u>		
$\overline{}$	0.00	F0	_	From:	Dead End		N. A	4005
(1359)	0.08	50	R			NA -	NA	1995
				From:	88-1187	<del></del>		,
(1359)	0.09	50	R	To:	Cal de C	NA 1	NA	1995
				-	Cul-de-Sac	<u> </u>		
				From:	88-1187; 88-1355			
(1360)	0.10	70	R			NA	NA	1995

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T	rail K G	Dir AAWDT Factor	QW Year
Spotsylvania County				From:	88-1188 WEST	<del> </del>		
(1361)	0.44	90	R			NA	NA	1995
				To-	88-1188 EAST	<u> </u>		
$\bigcirc$	0.07	<b>5</b> 0	ь	From:	Cul-de-Sac	NA	NA	1005
1362	0.07	50	R	To:	88-1361	NA NA	NA	1995
				From:	Cul-de-Sac			
(1363)	0.10	80	R			NA	NA	1995
				To:	88-1188			
	0.10	90	R	From:	Cul-de-Sac	 NA	NA	1995
1364	0.10	30	- 1	То:	88-1363		14/1	1000
				From:	Cul-de-Sac			
1365)	0.05	60	R			NA	NA	08/07/2002
				To:	88-1292			
	0.09	80	R	From:	88-764	NA	NA	08/07/2002
1366	0.09	00	IX	To:	Cul-de-Sac		INA	00/01/2002
				From:	Cul-de-Sac			
(1367)	0.06	80	R			NA	NA	08/07/2002
				To:	88-1349			
	0.09	290	R	From:	88-1374	NIA	NA	10/24/2002
1368	0.09	290	K	т	20.42	NA NA	INA	10/24/2002
(1260)	0.07	350	R	From:	88-1372	NA	NA	10/24/2002
1368	0.01			To:	88-1369		147.	10/2-1/2002
(1368)	0.27	790	R	From:	00-1307	NA	NA	10/24/2002
				To:	US 17 BUS			
				From:	88-1368			
1369	0.25	160	R	To:	99 1272	NA NA	NA	1999
				From:	88-1373			
(1370)	0.35	60	R	110.11.	Cul-de-Sac	NA	NA	1995
(1379)				То:	88-681			
				From:	Cul-de-Sac			
(1371)	0.05	50	R			NA NA	NA	1995
				To: From:	88-1370			
(1372)	0.25	110	R	FIOIII.	88-1368	 NA	NA	1999
(1372)	0.20			To:	88-1373			
				From:	88-1374			
(1373)	0.05	370	R			NA	NA	10/24/2002
				From:	88-1372			
(1373)	0.09	140	R			NA	NA	1999
	0.00	NIA		From:	88-1369	<b>□</b>	NIA.	
1373	0.26	NA		To:	88-1368	NA NA	NA	
				From:	88-1368			
(1374)	0.27	800	R			NA	NA	10/24/2002
				To:	88-609	<u> </u>		
				From:	88-694			
(1375)	0.29	1600	R	To:	88-1380	NA NA	NA	09/03/2002
				From:	88-1375	<u> </u>		
1376	0.30	780	R	<u> </u>	00-13/3	NA	NA	09/03/2002
				To:	88-1381			

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT (	)W Year
Spotsylvania County				From:	88-1376	1			
(1377)	0.29	1100	R			NA		NA	09/03/2002
				To:	88-1382	<u> </u>			
$\bigcirc$	0.40	4=0	_	From:	88-1375	]	,		00/00/000
1378	0.18	150	R	To:	88-1377	NA 1		NA	09/03/2002
				From:	88-1380				
(1379)	0.20	140	R		00-1300	NA		NA	09/03/2002
1009				To:	88-1380	1			
				From:	88-1375				
1380	0.66	950	R			NA		NA	09/03/2002
				To:	Cul-de-Sac				
	0.40		_	From:	88-1375	]			1000
1381	0.42	320	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:		<u> </u>			
1382	0.08	2900	R	110	88-1377	J NA		NA	09/03/2002
(1362)	0.00	2000	•••	To:	88-639	1		101	00/00/2002
				From:	88-636				
1383	0.30	260	R			NA		NA	09/26/2002
				To:	Dead End	1			
$\sim$				From:	88-1385 WEST	j			
1384	0.29	90	R	. –		NA		NA	1995
				To:	88-1385 EAST				
	0.51	110	В	From:	88-1389	J NA		NA	1995
1385	0.51	110	R	To:	88-639	NA 1		INA	1995
				From:	88-1385				
1386	0.18	80	R	<u> </u>	00-1303	NA NA		NA	1995
				To:	Cul-de-Sac	1			
				From:	88-1389 WEST				
(1387)	0.64	90	R			NA		NA	1995
				To:	88-639				
				From:	88-1385	J			400=
(1388)	0.05	60	R	To:	0.11.6	NA 1		NA	1995
				From:	Cul-de-Sac				
(100)	0.46	140	R	FIOIII.	88-1394	J NA		NA	11/04/2002
1389	0.40	140	IX.		22.122	11/1		INA	11/04/2002
	0.06	50	R	From:	80-1387	NA		NA	1995
(1389)	0.00	30	IX.			11/7		INA	1995
	0.30	60	R	From:	88-1385	NA		NA	1995
(1389)	0.50	00	K	To:	End of Loop	1		INA	1993
				From:	Cul-de-Sac	l			
(1390)	0.35	130	R		Cui de Sae	NA		NA	08/05/2002
				To:	88-1350				
_				From:	Dead End	]			
1392	0.09	80	R			NA		NA	11/04/2002
				To:	88-1350	<u> </u>			
	2.12	465	_	From:	Cul-de-Sac	J			44/04/00==
(1393)	0.12	100	R	To:	00 1250	NA 1		NA	11/04/2002
				10. Er	88-1350	<u> </u>			
(1394)	0.17	70	R	From:	88-1389 Begin Loop	J NA		NA	11/04/2002
(1394)	0.17	, 0	11	To:	Cul-de-Sac	]		INA	11/04/2002
						•			

Route	l enath	AADT	ΩΔ	4Tire	Bus 2Avia 21Avia 1Trail 2Tr	_{OC} K	QK Dir	AAWDT QW	/ Year
Spotsylvania County	Longar	7751	Q,r.	41110	2Axle 3+Axle 1Trail 2Trail	ail Factor	Factor	70 W D 1 Q W	real
	0.00			From:	Cul-de-Sac			NIA	1005
(1395)	0.23	60	R	To	88-1246	□ NA		NA	1995
				From:	88-1246	Ì			
(1396)	0.13	60	R			NA		NA	1995
				To:	Cul-de-Sac				
	0.38	700	R	From:	88-636	 NA		NA	12/12/2002
(1397)	0.30	700	K	т	00.1522			INA	12/12/2002
(1207)	0.26	NA		From:	88-1522	NA		NA	
(1397)				To:	Cul-de-Sac	<u> </u>			
				From:	Cul-de-Sac				
(1398)	0.04	30	R		20.420	NA		NA	09/30/2002
				To:	88-1397	1			
(100)	0.34	20	R	From:	Cul-de-Sac	NA		NA	11/07/2002
1399	0.04	20		To:	Cul-de-Sac			14/3	11/0//2002
				From:	Cul-de-Sac				
1400	0.15	170	R			NA		NA	08/21/2002
				To:	88-1405				
	0.20	2700	R	From:	SR 208	NA		NA	1999
1401)	0.20	2700	IX.	To	00.1402	¬		INA	1999
(1401)	0.09	1900	R	From:	88-1402	NA		NA	1999
(1401)				To	88-1403	¬			
(1401)	0.08	1600	R	From:	00-1403	NA NA		NA	1999
				To: From:	88-1406	<b>—</b>			
(1401)	0.06	1100	R	From:		NA		NA	1999
				To- From:	88-1408				
1401)	0.17	620	R			NA		NA	1999
				To: From:	88-1417	<u> </u>			
(1401)	0.13	180	R	To:	00.1405	NA		NA	1999
				From:	88-1405				
(1402)	0.10	350	R	rioin.	88-1401	NA		NA	1999
1402				To:	88-1404				
(1402)	0.06	80	R	From:	00-1404	NA NA		NA	1999
				To:	Dead End				
				From:	88-1421				
1403	0.08	270	R			NA		NA	08/21/2002
	0.06	200		From:	88-1423			NΙΛ	00/24/2002
1403	0.06	300	R	_{T.}	00.4177	NA —		NA	08/21/2002
(1402)	0.09	610	R	From:	88-1401	NA		NA	08/21/2002
1403)				To	00 1/05				
(1403)	0.06	140	R	From:	88-1405	NA		NA	1999
		-		To:	88-1404				
(1403)	0.04	40	R	From:	00 1101	NA		NA	1999
				To:	Dead End				
$\bigcirc$			_	From:	88-1402				
(1404)	0.07	330	R			NA		NA	1999
	0.40	220		From:	88-1403	NIA.		NIA	1000
1404	0.19	230	R	To:	88-1408	NA □		NA	1999
					00-1400				

Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		(1)(	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:			ıalı Ziralı		Factor		Factor			
(1405)	0.10	80	R	FIOII.		Cul-de-Sac			NA			NA		08/21/2002
				To: From:		88-1421								
1405)	0.14	220	R	_				Ī	NA			NA		08/21/2002
(1405)	0.10	210	R	From:		88-1400			NA			NA		1999
				To-		88-1417								
1405	0.07	170	R					-	NA			NA		1999
	0.11	160	R	From:		88-1418			NA			NA		1999
(1405)	0.11	100		To:		88-1401			147 (			1471		1000
(1405)	0.12	190	R	From:		00 1.01			NA			NA		1999
				From:		88-1408								
(1405)	0.08	140	R				ŋ	ī	NA			NA		1999
(1405)	0.11	270	R	From:		88-1406			NA			NA		1999
1405	-			To: From:		88-1403								
1405	0.05	70	R						NA			NA		1999
				To: From:		Cul-de-Sac								
(1406)	0.07	270	R	FIOIII.		88-1401			NA			NA		1999
				To: From:		88-1407								
(1406)	0.12	130	R					•	NA			NA		1999
				To: From:		88-1405								
(1407)	0.04	60	R	r tom.		88-1406			NA			NA		1999
				To:		Dead End								
$\bigcirc$	0.26	400	R	From:		88-1401			NA			NA		1999
1408	0.20	400	K	To		00 1405			INA			INA		1999
1408	0.06	220	R	From:		88-1405	<u> </u>		NA			NA		1999
				To: From:		88-1404								
1408)	0.06	110	R	To:		88-1409	1	Ī	NA			NA		1999
				From:		Cul-de-Sac								
(1409)	0.03	60	R			Cui-de-Sac		_	NA			NA		1999
				To:		88-1408								
(1410)	0.09	420	R	From:		88-1412			NA			NA		08/21/2002
(1410)				To: From:		88-1411								
(1410)	0.05	570	R	From:		***************************************			NA			NA		08/21/2002
				To- From:		88-1415								
1410	0.12	910	R						NA			NA		08/21/2002
(1410)	0.09	1600	R	From:		88-1414			NA			NA		08/21/2002
(1410)	0.00			To		88-613								00/21/2002
$\bigcirc$				From:		88-1410								00/01/0000
1411)	0.07	80	R	To:		Cul-de-Sac	1		NA			NA		08/21/2002
				From:		88-1437 WEST								
(1412)	0.16	140	R					-	NA			NA		08/21/2002
	0.44	420	В.	To: From:		88-1437 EAST			NIA			NI A		00/04/0000
(1412)	0.14	120	R	To:		Dead End	1		NA			NA		08/21/2002

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT (	QW Year
Spotsylvania County				From:	88-1410	i			
(1413)	0.08	80	R			NA		NA	08/21/200
				Tn·	Cul-de-Sac				
				From:	88-1437				
1414)	0.06	260	R			NA		NA	08/21/200
				To: From:	88-1415	}			
(1414)	0.21	340	R			NA		NA	08/21/200
			_	From:	88-1416	]			
(1414)	0.09	690	R	To:	88-1410	NA 1		NA	08/21/200
				From:					
	0.06	110	R	From:	88-1414	J NA		NA	08/21/200
(1415)	0.00	110	IX.			1		INA	00/21/200
	0.28	70	R	From:	88-1416	NA		NA	08/21/200
(1415)	0.20	70	IX.	To:	88-1410	]		INA	00/21/200
				From:	88-1415	i			
1416	0.05	260	R		00 1115	NA NA		NA	08/21/200
				To:	88-1436	<u></u>			
1416	0.10	180	R	From:	00-1430	NA		NA	08/21/2002
(1410)				To	88-1435	1			
(1416)	0.04	70	R	From:	00-1433	I NA		NA	08/21/200
1410				To	88-1414	]			
				From:	88-1401	1			
(1417)	0.12	420	R			NA		NA	1999
				To:	88-1405				
				From:	Cul-de-Sac				
(1418)	0.04	50	R	. <del>-</del>		NA 1		NA	1999
				To:	88-1405				
$\bigcirc$	0.24	90	В	From:	88-613	] NA		NA	1999
1419	0.24	90	R	To:	Cul-de-Sac	1		INA	1999
				From:	Dead End				
(1420)	0.52	150	R		Dead End	NA		NA	08/21/2002
1-120				To:	88-608	]			
				From:	SR 208				
(1421)	1.43	1000	R			NA		NA	08/21/2002
				To:	Cul-de-Sac				
$\bigcirc$				From:	88-1421				
1422	0.08	100	R	To:	0.1.1.0	NA 1		NA	08/21/2002
					Cul-de-Sac				
	0.09	140	R	From:	88-1403	NA		NA	08/21/2002
(1423)	0.09	140	K	To:	Cul-de-Sac	1		INA	06/21/2002
				From:	Cul-de-Sac	I			
(1424)	0.07	250	R		Car ac bac	NA		NA	08/21/2002
				To	88-1425	1			
(1424)	0.19	320	R	From:	00-1742	NA		NA	08/21/2002
				To:	88-613				
				From:	88-1424				
(1425)	0.09	700	R			NA		NA	08/21/2002
				To:	SR 208				
				From:	88-1421				
1426	0.08	150	R			NA 1		NA	08/21/2002
				To-	Cul-de-Sac				

					opotoyivarila ivialitici arioc / irea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir QC Factor Factor	AAWDT QW	/ Year
Spotsylvania County				From:		<del> </del>		
(1427)	0.08	70	R	110.11.	88-1421	I NA	NA	08/21/2002
				To:	Cul-de-Sac			
$\bigcirc$				From:	88-606			
1428	0.48	250	R	To:	Cul-de-Sac	NA 1	NA	09/16/2002
				From:	88-606			
(1429)	0.42	150	R	<u> </u>	00 000	NA	NA	09/16/2002
				To:	Cul-de-Sac			
$\bigcirc$	0.04			From:	Cul-de-Sac			00/40/0000
1430	0.24	320	R			NA •	NA	09/16/2002
	0.17	100	R	From:	88-722	NA NA	NA	09/16/2002
(1430)	0.17	100	K	To:	Cul-de-Sac	]	NA.	09/10/2002
				From:	88-639 SOUTH			
1431)	0.46	1100	R			NA	NA	09/25/2002
				To:	88-639; 88-1114 NORTH			
	0.07	80	R	From:	Cul-de-Sac	] NA	NA	08/21/2002
1432	0.07	80	K	To:	88-1421	]	NA.	00/21/2002
				From:	Cul-de-Sac			
(1433)	0.17	270	R			NA	NA	08/21/2002
				To:	88-1421			
	0.20	140	ь	From:	Cul-de-Sac	NA	NA	08/21/2002
1434	0.20	140	R	To	88-1421	]	INA	00/21/2002
				From:	Cul-de-Sac			
1435)	0.09	60	R			NA	NA	08/21/2002
				To:	88-1416			
	0.05	70	ь	From:	Cul-de-Sac	NA.	NA	00/24/2002
(1436)	0.05	70	R	To:	88-1416	NA <b>1</b>	NA	08/21/2002
				From:	88-608			
(1437)	0.15	320	R			NA	NA	08/21/2002
				To: From:	88-1414			
1437	0.20	150	R			NA	NA	08/21/2002
				From:	88-1412 WEST	]		
1437	0.21	60	R	To:	88-1412 EAST	NA 1	NA	08/21/2002
				From:	88-1412 EAS1 88-1439			
1438	0.09	110	R		00-1439	I NA	NA	1999
				To:	88-1421			
				From:	Cul-de-Sac			
1439	0.09	80	R	To:	00.1420	NA 1	NA	1999
				From:	88-1438	<u> </u>		
(1440)	0.71	650	R	Froill.	Cul-de-Sac	J NA	NA	09/16/2002
				То:	88-632			
_				From:	Cul-de-Sac			
(1441)	0.38	250	R			NA 1	NA	09/16/2002
				To	88-1440	<u> </u>		
	0.47	190	R	From:	Cul-de-Sac	] NA	NA	09/16/2002
1442	0.77	.50	11	To:	88-1441	]	14/1	00/10/2002

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra	il 2Trail	- QC K	QK Dir Factor	AAWDT (	QW Year
Spotsylvania County						iii Ziiaii	1 40101	1 40101		
	0.15	90	R	From:	Cul-de-Sac		l NA		NA	09/16/2002
(1443)	0.15	30	IX.	To:	88-1442				IVA	09/10/2002
				From:	88-1440					
(1444)	0.13	30	R				NA		NA	1999
				To:	Cul-de-Sac					
	0.25	110	R	From:	Cul-de-Sac		l NA		NA	10/31/2002
1445)	0.25	110	IX	To:	88-628				INA	10/31/2002
				From:	Cul-de-Sac					
1446	0.40	230	R				NA		NA	09/16/2002
				To:	88-1440					
	0.19	110	R	From:	Cul-de-Sac		l NA		NA	09/16/2002
(1447)	0.19	110	K	To:	88-1446		l INA		INA	09/10/2002
				From:	Cul-de-Sac					
1448)	0.06	30	R				NA		NA	09/16/2002
				To:	88-1447					
$\bigcirc$	0.40	4400		From-	88-1431					11/01/0000
1449	0.13	1100	R	To:	Cul-de-Sac		NA I		NA	11/04/2002
				From:	88-1451					
(1450)	0.19	410	R	<u> </u>	00-1431		NA		NA	1999
				То:	SR 208					
				From-	Cul-de-Sac					
(1451)	0.07	20	R				NA		NA	1999
$\overline{\bigcirc}$				To: From:	88-1450					
(1451)	0.10	320	R	To:	88-1452		NA I		NA	1999
				From:	Dead End					
(1452)	0.04	10	R	<u>                                     </u>	Dead End		NA		NA	1999
				To:	88-1453					
1452	0.14	200	R	From:			NA		NA	1999
				To:	88-1451					
(1452)	0.20	60	R				NA		NA	1999
				To:	Cul-de-Sac					
	0.17	170	R	From:	Cul-de-Sac		NA		NA	1999
1453	0.17	170	K	To:	88-1452		l INA		INA	1999
				From:	88-1453					
(1454)	0.04	30	R				NA		NA	1999
				To:	Cul-de-Sac					
$\bigcirc$	0.10	00	_	From:	Dead End				NIA.	44/10/0000
1455	0.13	60	R				NA		NA	11/12/2002
$\overline{}$	0.32	390	R	From:	88-1456		NA		NA	1999
1455)	0.32	390	ĸ	To:	88-606		INA 		INA	ששטו
				From:	88-1455					
1456	0.07	70	R	I			NA		NA	1999
				To:	Cul-de-Sac					
		065	_	From:	SR 208					
1457)	0.15	260	R				NA		NA	1999
	0.00	400		From:	88-1458		b I A		NIA	4000
1457	0.36	190	R	To:	88-1459		NA I		NA	1999
					00-1407		Ī			

Route	l enath	AADT	ΩΔ	4Tire	Bus 2Avia 21Avia 1Trail 2Trail	- QC _ K QK _ D	Dir . AAWDT QW	Year
Spotsylvania County	Longar		٠,		2Axle 3+Axle 1Trail 2Trail	Factor Fac	ctor	· oui
	0.40	400	_	From:	88-1459	NIA	NIA	4000
(1457)	0.16	100	R			NA	NA	1999
(1457)	0.16	46	R	From:	88-1460	NA	NA	1999
1457	0.10			To	Cul-de-Sac			1000
				From:	88-1457			
(1458)	0.38	40	R	_		NA	NA	1999
				To: From:	Cul-de-Sac			
(1459)	0.16	40	R	FIOIII.	Dead End	l NA	NA	1999
1439				To:	88-1457			
				From:	Cul-de-Sac			
(1460)	0.14	40	R	To:	00.1457	NA I	NA	1999
				From:	88-1457			
(1461)	0.04	170	R	FIOIII.	88-1469	l NA	NA	11/12/2002
(1461)	0.01		• • • • • • • • • • • • • • • • • • • •	To:	88-620; 88-1299	1.0.1		1111212001
				From:	Dead End			
1462	0.27	60	R			NA	NA	1999
				To: From:	88-1463			
1462	0.29	200	R			NA	NA	1999
_				From:	US 1			4000
(1462)	0.28	1300	R	To:	88-632	NA I	NA	1999
				From:	88-1464			
(1463)	0.27	150	R		00 1101	NA	NA	10/21/2002
				To:	88-1462			
$\bigcirc$				From:	Dead End			
1464	0.13	40	R			NA	NA	10/21/2002
$\overline{}$	0.40	40	_	From:	88-1463	NIA	NIA.	40/04/0004
(1464)	0.12	40	R	To:	Dead End	NA 	NA	10/21/2002
				From:	Cul-de-Sac/			
(1465)	0.14	NA				NA	NA	
				To:	88-01431(B)/			
$\bigcirc$	0.05			From:	88-1455			4.4.4.0.10.00.0
1466	0.05	30	R	To:	Dead End	NA I	NA	11/12/2002
				From:	Dead End			
(1467)	0.38	620	R		2002	NA	NA	10/28/2002
				To:	88-639			
$\bigcirc$	0.44	20	-	From:	Cul-de-Sac	NIA	NIA.	40/00/0000
(1468)	0.11	90	R	To:	88-1467	NA I	NA	10/28/2002
				From:	Cul-de-Sac			
1469	0.11	40	R	<u> </u>	Data de Date	NA	NA	11/13/2002
				To:	Cul-de-Sac			
$\bigcirc$	0.11	40	_	From:	Cul-de-Sac	NIA	<b>.</b>	4000
1470	0.11	40	R			NA	NA	1999
	0.10	100	R	From:	88-1575	NA	NA	1999
1470	0.10	100	ĸ	т	00.1551	INA I	INA	1999
(1470)	0.21	280	R	From:	88-1574	NA	NA	1999
1470	0.21	200	11	To	88-1573	17/1	14/4	1000
						-	•	

Povito	المحمدا	AADT	04	AT:	Spotsylvania Maintenance Area Truck Bus 24Aylo 1Troil 2Troil	- _{CC} K	OK Dir	A A\A\DT	OW Va==
Route	Length	AADT	QA	4 I ire	2Axle 3+Axle 1Trail 2Trail	Factor	QK Factor	AAWDT	QW Year
Spotsylvania County				From:	88-1573				
(1470)	1.39	830	R	To	SR 208	NA		NA	1999
				From:	Cul-de-Sac				
(1471)	0.10	100	R	<u> </u>	Cur de Sue	NA		NA	08/05/2002
				To:	88-1470				
	0.09	70	R	From:	Cul-de-Sac	NA		NA	08/05/2002
(1472)	0.09	70	K	To:	88-1470	INA		INA	00/03/2002
				From:	88-639				
1473	0.22	80	R	To:	0.1.1.0	NA		NA	1995
				From:	Cul-de-Sac				
(1474)	0.34	100	R		88-1473	NA		NA	1995
				To:	88-639				
$\bigcirc$			_	From:	88-639				
1475)	0.86	150	R	To:	88-620	NA		NA	1995
				From:	88-1475				
(1476)	0.08	50	R			NA		NA	1995
				To:	Cul-de-Sac				
	0.43	50	R	From:	88-1475 SOUTH	NA		NA	1995
(1477)	0.40			To:	88-1475 NORTH	10.0		147.	1000
				From:	88-1477				
1478)	0.10	110	R	т	0.1.1.0	NA		NA	1999
				From:	Cul-de-Sac				
(1479)	0.09	50	R	r tom.	88-1477	NA		NA	1995
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
1480	0.07	60	R	To:	88-1477	NA		NA	1995
				From:	88-1477				
(1481)	0.07	48	R			NA		NA	1995
				To:	Cul-de-Sac				
	0.11	70	R	From:	88-1477	NA		NA	1995
(1482)	0.11	70	1	To:	Cul-de-Sac	INA		INA	1993
				From:	Cul-de-Sac				
(1483)	0.24	60	R		00.4.440	NA		NA	11/12/2002
				To: From:	88-1419 Cul-de-Sac				
(1484)	0.07	30	R		Cui-de-Sac	NA		NA	11/12/2002
				To:	88-1483				
$\bigcirc$				From:	88-1274				
1485	0.04	50	R	To	Cul-de-Sac	NA		NA	1995
				From:	SR 208				
(1486)	0.37	150	R		OX 200	NA		NA	10/29/2002
				To:	Dead End				
	0.00	420	<b>D</b>	From:	Dead End	A14		NIA	10/00/0000
1487)	0.22	130	R	To:	88-1486	NA		NA	10/29/2002
				From:	88-1487				
1488)	0.09	10	R			NA		NA	10/29/2002
				To:	Dead End				

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT QW	Year
Spotsylvania County				From:	US 1; FR-692				
(1489)	0.21	10000	R		351,111,02	NA		NA	11/14/2002
				To-	88-1234				
$\bigcirc$				From:	88-1188				
1490	0.27	60	R	To:	0.11.0	NA		NA	1995
				From:	Cul-de-Sac				
(1491)	0.04	40	R	r toin.	Cul-de-Sac	NA NA		NA	1995
(1491)	0.01			To:	88-1188	1			1000
				From:	88-1188				
1492	0.19	70	R			NA		NA	1995
				To:	Cul-de-Sac				
$\bigcirc$				From:	Cul-de-Sac				
1493	0.13	60	R	To:	00.1402	NA		NA	1995
					88-1492				
	0.06	80	R	From:	Cul-de-Sac	NA NA		NA	1995
1494	0.00	00	IX	To:	88-1493			INA	1995
				From:	88-1492				
1495	0.06	70	R		00 1172	NA		NA	1995
				To-	Cul-de-Sac				
				From:	88-1188				
1496	0.17	50	R			NA		NA	1995
				To:	Cul-de-Sac				
$\bigcirc$	0.00			From:	88-1496				4005
1497	0.06	50	R	To:	Cul-de-Sac	NA I		NA	1995
				From:					
(1400)	0.22	NA		110.11.	88-01465(B)/	NA		NA	
1498	0.22			To:	88-01499(B)/	1			
				From:	88-01431(B)/				
1499	0.07	NA				NA		NA	
				To:	Cul-de-Sac/				
				From:	Cul-de-Sac				
(1501)	0.43	70	R			NA		NA	1999
<u> </u>				From:	88-1502	ļ			
(1501)	0.07	110	R			NA		NA	1999
				To:	88-622				
	0.11	20	В	From:	Cul-de-Sac	NIA		NIA	1000
1502	0.11	30	R	To-	88-1501	NA I		NA	1999
				From:	Cul-de-Sac				
1503	0.11	10	R	<u>.                                    </u>	Cui-de-Sac	NA		NA	1999
	-			To:	88-1501				
				From:	Cul-de-Sac/				
1504	0.33	NA				NA		NA	
				To:	APPROXIMATE LOCATION				
			_	From:	88-719				
1505	0.15	60	R			NA		NA	10/03/2002
				From:	Parkwood Circle				
1505	0.43	40	R	_т		NA		NA	10/03/200
				To:	Cul-de-Sac				
	0.40	20	-	From:	88-1505			NIA	4000
(1506)	0.16	20	R	To:	Cul-de-Sac	NA I		NA	1999
					Cui-uc-sac				

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir ail Factor Facto	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Year
Spotsylvania County				From:				
(1507)	0.10	5	R		88-1505	 NA	NA	1999
				To:	Cul-de-Sac			
				From:	88-1505			
1508	0.13	10	R	To:	C-1 1- S	NA NA	NA	10/03/2002
				From:	Cul-de-Sac 88-738			
(1510)	0.40	450	R		00-730	NA NA	NA	11/07/2002
				To: From:	88-1511	7		
1510	0.47	230	R	FIOII.		NA	NA	11/07/2002
				To:	Cul-de-Sac			
	0.11	70	В	From:	Dead End		NIA	11/07/2002
(1511)	0.11	70	R			NA	NA	11/07/2002
(1544)	0.45	110	R	From:	88-1510	NA	NA	11/07/2002
(1511)	0.10			To:	Cul-de-Sac			11/01/2002
				From:	88-01344(B)/			
(1512)	0.29	NA				NA NA	NA	
				To	Cul-de-Sac/			
1513	0.15	NA		From:	Cul-de-Sac/	 NA	NA	
(1313)	0.10			To:	88-01512(B)/			
				From:	88-608			
(1514)	0.96	160	R			NA	NA	08/21/2002
				To:	Dead End			
	0.14	NA		From:	Cul-de-Sac/	 NA	NA	
(1515)	0.14	NA.		To:	Cul-de-Sac/		19/3	
				From:	Cul-de-Sac			
1516	0.24	50	R			NA	NA	10/03/2002
				To:	88-719			
(1517)	0.66	80	R	From:	Cul-de-Sac	 NA	NA	1999
(1317)	0.00			To:	88-719			1000
				From:	88-01592(B)/			
(1518)	0.24	NA				NA	NA	
				To:	Cul-de-Sac/			
(50)	0.10	NA		From:	88-01592(B)/	 NA	NA	
(1519)	0.10	NA.		To:	88-01518(B)/		19/3	
				From:	88-1521			
1520	0.20	70	R			NA	NA	11/07/2002
				To:	88-614			
	0.28	49	R	From:	Cul-de-Sac	NA	NA	11/07/2002
(1521)	0.20	49	IX.	To:	00.1520		IVA	11/0//2002
(1521)	0.06	30	R	From:	88-1520	NA	NA	11/07/2002
				To:	Dead End		-	<b></b>
				From:	Cul-de-Sac/			
(1522)	0.20	NA				NA NA	NA	
				To:	Cul-de-Sac/	<u> </u>		
(1523)	0.12	NA		From:	Cul-de-Sac/	 NA	NA	
(1023)	0.12	17/7		To:	88-01397(B)/		11/3	

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I Factor	QK Dir Factor	AAWDT QW	/ Year
Spotsylvania County				From:	88-01397(B)/				
1524)	0.09	NA		<u> </u>	86-01377(B)/	NA NA		NA	
				To:	Cul-de-Sac/				
$\sim$			_	From:	Cul-de-Sac	]			
1525	0.03	20	R			NA		NA	1999
	0.00			From:	88-1526	<del></del>			4000
1525	0.38	70	R	To:	88-601	NA T		NA	1999
				From:	Cul-de-Sac	i i			
1526	0.27	30	R	<u> </u>	Cur-uc-suc	NA NA		NA	1999
				To:	88-1525				
				From:	Cul-de-Sac				
1527)	1.00	430	R		00.400	NA		NA	10/21/200
				To:	88-633	<u> </u>			
	0.40	150	R	From:	Cul-de-Sac			NA	10/21/200
1528	0.40	150	K	To:	Cul-de-Sac	1		INA	10/21/200
				From:	Cul-de-Sac				
1529	0.12	90	R	<u> </u>	Cui de sue	NA		NA	10/21/200
				To:	88-1527	1			
				From:	Cul-de-Sac				
1530	0.41	20	R			NA NA		NA	10/03/200
				To:	88-612				
	0.10	20	В	From:	Cul-de-Sac			NIA	10/02/200
1531	0.10	20	R	To:	88-612	NA T		NA	10/03/200
				From:	Cul-de-Sac				
Durchess Dr	0.27	NA		<u> </u>	Cur-uc-suc	NA NA		NA	
				To	88-1533 Chilvary Dr	1			
Durchess Dr	0.19	NA		From:	66 1883 CMTML y B1	NA		NA	
				To:	Cul-de-Sac				
				From:	88-1344				
(1533) Chilvary Dr	0.05	NA				NA		NA	
				To:	88-1532 Durchess Dr	<u> </u>			
	0.10	30	В	From:	Dead End	NA		NA	10/03/200
(1534)	0.10	30	R	To:	88-719	1		INA	10/03/200
				From:	Cul-de-Sac				
(1535)	0.37	50	R	<u> </u>	Cui de sue	NA NA		NA	10/03/200
				To:	88-719				
				From:	88-1540				
(1536)	0.09	60	R			NA		NA	1999
<u> </u>				From:	88-1539	]			
(1536)	0.15	80	R			NA		NA	1999
				To: From:	88-1538	]			
1536	0.20	150	R			NA		NA	1999
<u> </u>				To: From:	88-1537	<del></del>			
(1536)	0.31	180	R	To	00.710	NA T		NA	1999
					88-719	<u> </u>			
	0.18	40	R	From:	88-1536	NA		NA	1999
1537	0.10	+∪	^	To:	Cul-de-Sac	]		INC	1333
				From:	88-1536				
(1538)	0.20	70	R		00 1330	NA NA		NA	1999
				To	Cul-de-Sac				

					Spots	ylvania Mainter	iance Area	1 							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail 2	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		00 1526									
1539	0.22	30	R			88-1536				NA			NA		1999
_				To: From:		88-1540									
1539	0.05	10	R	To		Cul-de-Sac				NA			NA		1999
				From:		88-1536									
(1540)	0.28	50	R	<u> </u>		00-1330				NA			NA		1999
(1340)				To		88-1539									
				From:		Cul-de-Sac									
(1541)	0.16	70	R							NA			NA		10/03/2002
				To:		88-719									
(15.10)	0.12	90	R	From:		88-719				NA			NA		10/03/2002
1542	0.12	30	IX	т		00.1542				INA			INA		10/03/2002
(1542)	0.32	40	R	From:		88-1543				NA			NA		10/03/2002
(1542)	0.02		•••	To:		Dead End									10/00/2002
				From:		88-1542									
1543	0.46	60	R							NA			NA		10/03/2002
				To:		Cul-de-Sac									
$\bigcirc$	0.00			From:		Cul-de-Sac									1000
1545	0.62	80	R	To:		88-654				NA			NA		1999
				From:		88-1545									
1546	0.12	30	R	<u> </u>		00-1343				NA			NA		1999
1000				To:		Dead End									
				From:		Cul-de-Sac/									
1548	0.10	NA								NA			NA		
				To:		88-01368(B)	/								
	0.14	NA		From:		Cul-de-Sac/				NA			NA		
1549	0.14	IVA		To:		88-01368(B)	/			INA			INA		
				From:		Cul-de-Sac									
(1550)	0.28	90	R	-						NA			NA		10/08/2002
				To:		88-622									
$\bigcirc$				From:		88-1550									
(1551)	0.17	90	R	To:		00.1552				NA			NA		10/08/2002
				From:		88-1552									
(1552)	0.06	30	R	r toin.		Dead End				NA			NA		10/08/2002
(1552)	0.00			To		88-1551									10/00/2002
(1552)	0.06	40	R	From:		00-1331				NA			NA		10/08/2002
1552		_		To:		Cul-de-Sac									
				From:		Cul-de-Sac									
(1553) Commons Court	0.05	NA		_						NA			NA		
				To:		88-1344									
Monarch Caust	0.05	A1A		From:		Cul-de-Sac				NIA			NIA		
Monarch Court	0.05	NA		To:		88-1344				NA			NA		
				From:		Cul-de-Sac		<u>_</u> _							
(1555)	1.63	370	R			Cui-dc-5dC				NA			NA		1999
				To		88-608									
				From:		88-1555									<del>_</del>
1556	0.17	80	R							NA			NA		1999
				To:		Cul-de-Sac									

					Spoisylvariia iviairiteriarice Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir AAWDT QW	Year
Spotsylvania County				From:	88-1555			
(1557)	0.13	30	R		30 1000	NA	NA	1999
				To	Cul-de-Sac			
$\bigcirc$	0.40			From:	Cul-de-Sac/			
1558	0.12	NA		To:	88-01344(B)/	NA I	NA	
				From:	Cul-de-Sac/			
(1559)	0.11	NA			Cur de Suc	NA	NA	
				To:	88-01344(B)/			
				From:	88-1115			
1560	0.10	60	R	To:	Cal Ja Car	NA I	NA	1995
				From:	Cul-de-Sac			
1561)	0.23	250	R	FIOIII.	88-1563	l NA	NA	1995
(1561)	0.20	200	• • • • • • • • • • • • • • • • • • • •	To:	88-1115		101	1000
				From:	88-1561			
1562	0.08	150	R			NA	NA	1995
				To:	88-1115			
$\bigcirc$	0.40			From:	Cul-de-Sac		A1A	4005
(1563)	0.16	50	R			NA	NA	1995
$\overline{}$	0.24	500	_	From:	88-1115	NIA	NIA	4005
1563	0.31	500	R	To:	88-1564 EAST	NA I	NA	1995
				From:	Cul-de-Sac			
1564	0.04	30	R		eu-uc-sac	NA	NA	1999
				To	88-1568 SOUTH			
1564	0.24	80	R	From:	88-1308 800 111	NA	NA	1999
				To	88-1569			
(1564)	0.07	160	R	From:	00 1002	NA	NA	1999
				To- From:	88-1568 NORTH			
(1564)	0.16	320	R	Pioni.		NA	NA	1999
				To: From:	88-1563 WEST			
1564	0.32	170	R			NA	NA	1999
				To: From:	88-1566			
(1564)	0.05	120	R			NA	NA	1999
				To: From:	88-1563 EAST			
1564	0.24	90	R		00.4565	NA	NA	1999
				To:	88-1565			
4505	0.16	90	R	From:	88-1567 SOUTH	l NA	NA	1999
(1565)	0.10	50	1	Ter	00 15/7 NODTH	IN/A	INV	1000
(1565)	0.15	220	R	From:	88-1567 NORTH	NA	NA	11/12/2002
(1565)				To:	88-1563			
				From:	88-1564			
1566	0.05	40	R			NA	NA	11/12/2002
				To:	Cul-de-Sac			
$\overline{}$	0.05	440	Б	From:	88-1565 NORTH	A14	N.A.	1000
(1567)	0.25	110	R	To:	88-1565 SOUTH	NA I	NA	1999
				From:	88-1564 SOUTH			
(1568)	0.20	80	R	<u> </u>	00-1304 300 111	NA NA	NA	1999
				To	88-1564 NORTH			
				From:	Cul-de-Sac			
1569	0.09	20	R	_		NA	NA	1999
				To:	88-1564			

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT Q	W Year
Spotsylvania County				From:	Cul-de-Sac				
(1571)	0.08	80	R		ear de bae	NA		NA	08/05/2002
				To:	88-1470				
$\bigcirc$	0.00	70	В	From:	Cul-de-Sac	NΙΛ		NIA	00/05/2003
1572	0.09	70	R	To:	88-1470	NA I		NA	08/05/2002
				From:	Cul-de-Sac				
(1573)	0.18	45	R			NA		NA	08/05/2002
				To:	Cul-de-Sac				
	0.19	90	В	From:	Cul-de-Sac	NA.		NA	1000
1574	0.19	90	R	To:	88-1470	NA I		INA	1999
				From:	Cul-de-Sac				
(1575)	0.04	80	R	_	2 23 5	NA		NA	1999
				To:	88-1470				
$\bigcirc$	0.00	00		From:	88-1344	NIA		NIA	4000
1576	0.06	80	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	88-1344				
(1577)	0.06	80	R		33 32 3	NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$	0.00		_	From:	88-1344				1000
(1578)	0.06	70	R	To:	Cul-de-Sac	NA		NA	1999
				From:	88-1344				
(1579)	0.06	80	R		00-13-7-	NA		NA	1999
				To	Cul-de-Sac				
$\sim$				From:	Cul-de-Sac				
1580	0.12	120	R			NA		NA	1999
	0.57			From:	88-1344 SOUTH	- NA			1000
(1580)	0.57	80	R			NA		NA	1999
	0.09	130	R	From:	88-1344 NORTH	NA		NA	09/25/2002
1580	0.09	130	K	To	Cul-de-Sac	l NA		INA	09/23/2002
				From:	Cul-de-Sac				
(1581)	0.11	80	R			NA		NA	1999
<u> </u>				To: From:	88-1344				
(1581)	0.16	150	R			NA		NA	09/25/2002
				To:	Dead End				
(1500)	0.04	80	R	From:	88-1580	l NA		NA	1999
1582	0.04	00	IX.	To:	Cul-de-Sac			INA	1999
				From:	Cul-de-Sac				
1583	0.08	120	R			NA		NA	1999
				To: From:	88-1344				
(1583)	0.04	40	R			NA		NA	1999
				To:	Cul-de-Sac				
(F24)	0.04	NA		From:	Cul-de-Sac	NA NA		NA	
1584	0.04	14/7		Tar	00.1244	INA.		11/7	
(1584)	0.05	NA		From:	88-1344	NA		NA	
1304)				To:	Cul-de-Sac				
				From:	Cul-de-Sac				
1585	0.20	180	R			NA		NA	1999
				To:	88-1586				

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Factor	AAWDT QW	Year
Spotsylvania County				From:	88-1586			
(1585)	0.13	350	R		00 1300	NA	NA	1999
				To: From:	88-1344			
1585	0.06	80	R			NA	NA	1999
				Tn·	Cul-de-Sac			
	0.06	60	R	From:	Cul-de-Sac	NA	NA	1999
1586	0.00	00	K	To	88-1585	INA	IVA	1999
				From:	Cul-de-Sac			
1587	0.05	50	R			NA	NA	1999
				To:	88-1344			
$\bigcirc$	2.24		_	From:	Cul-de-Sac		N.1.A	1000
1588	0.04	20	R			NA	NA	1999
$\overline{}$	0.00	20	R	From:	88-1591	NIA	NA	1999
1588	0.06	30	ĸ	To:	88-601	NA	INA	1999
				From:	Cul-de-Sac			
1589	0.33	90	R	<u> </u>	Ca. do Sue	NA	NA	1999
				To	88-601			
				From:	88-1188			
(1590)	0.20	500	R		00 744	NA	NA	1995
				To:	88-711			
450)	0.21	4	R	From:	88-1588	NA	NA	1999
1591	0.21	•		To:	Cul-de-Sac	10.1	10.0	1000
				From:	Begin Loop			
(1592)	0.75	80	R			NA	NA	11/04/200
				To:	88-639			
$\bigcirc$				From:	88-719			
1593	0.49	120	R	To:	Cul-de-Sac	NA	NA	1999
				From:	Cul-de-Sac			
1594	0.16	20	R	<u> </u>	Cui-de-Sac	NA	NA	1999
				To	88-1593			
(1594)	0.11	10	R	From:	00-1373	NA	NA	1999
				To:	Cul-de-Sac			
				From:	Cul-de-Sac			
1595	0.18	8	R			NA	NA	1999
				To:	88-1593			
(F)	0.14	10	R	From:	88-1593	NA	NA	1999
(1596)	0.14	10	K	To:	Cul-de-Sac	INA	INA	1999
				From:	Cul-de-Sac			
(1597)	0.19	80	R			NA	NA	1999
				To:	88-1593			
	<u> </u>		_	From:	88-1597			100-
(1598)	0.17	70	R	To:	Cul-de-Sac	NA	NA	1999
				From:	88-1593			
(1599)	0.05	10	R	" <u>L</u>	00-1373	NA	NA	1999
				To	Cul-de-Sac			
				From:	Dead End			
(1601)	0.17	230	R			NA	NA	1999
				To: From:	88-1602			
(1601) (1601)	0.40	730	R			NA	NA	1999
				To-	88-621			

					Spotsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Qk Factor	Dir AAWDT QW Factor	Year
Spotsylvania County				From:	88-1601	1		
(1602)	0.03	30	R	<u> </u>	00-1001	NA NA	NA	1999
				To	Dead End			
$\bigcirc$				From:	Dead End	]		
1603	0.07	80	R			NA	NA	1999
	0.07	200	R	From:	88-1607	NA	NA	1999
1603	0.07	200	K			1NA 1	INA	1999
4000	0.06	120	R	From:	88-1606	NA	NA	1999
1603	0.00		.`	To	88-1605	1	70.	1000
(1603)	0.07	70	R	From:	00-1003	I NA	NA	1999
				To:	88-1604	1		
(1603)	0.07	100	R	From:	00 1001	NA	NA	1999
				To:	88-1601			
$\widehat{}$				From:	88-1603			
1604	0.05	40	R	To		NA 1	NA	1999
				P	Cul-de-Sac	1		
(1005)	0.06	70	R	From:	88-1603	J NA	NA	1999
(1605)	0.00	70		To:	Cul-de-Sac	]	14/1	1000
				From:	88-1603			
(1606)	0.08	80	R			NA	NA	1999
				To:	Dead End			
$\bigcirc$			_	From:	88-1603	J		1000
1607)	0.07	280	R			NA	NA	1999
	0.40	470		From:	88-1608	<u> </u>	NIA	4000
1607)	0.12	470	R	To:	88-1601	NA 1	NA	1999
				From:	Dead End			
1608)	0.07	60	R		Dead End	NA	NA	1999
				To:	88-1607			
$\widehat{}$				From:	88-1182			
(1610)	0.14	50	R	To:	00 1100	NA 1	NA	09/30/2002
				To: From:	88-1180	1		
(1611)	0.04	10	R	From:	88-1182	J NA	NA	09/30/2002
(1611)	0.04	10		To:	Dead End	1	10/1	00/00/2002
				From:	SR-00208(B)/			
1612	0.28	NA		_		NA	NA	
				To:	Dead End/			
$\bigcirc$	0.10		_	From:	88-1638		A14	44/04/0000
1613	0.12	80	R	To:	Cul-de-Sac	NA 1	NA	11/04/2002
				From:	Cul-de-Sac	<u> </u>		
(1614)	0.05	40	R		Cur-de-Bac	NA	NA	11/04/2002
				To:	88-1613	]		
				From:	FR-696			
1615	0.81	470	R	To:	00.700	NA 1	NA	09/30/2002
					88-608	<u> </u>		
(1616)	0.34	70	R	From:	88-1615 WEST	J NA	NA	09/30/2002
1010	0.04	. •		To:	88-1615 EAST	]	11/1	33,30,2002
				From:	Cul-de-Sac	1		
1617	0.03	60	R			NA	NA	09/30/2002
				To-	88-1618; 88-1615			

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K Di I Factor Fac		W Year
Spotsylvania County				From:	88-1617; 88-1615	İ		
(1618)	0.08	70	R	<u> </u>	00-1017, 00-1013	NA NA	NA	09/30/2002
				To-	Cul-de-Sac	1		
				From:	88-1615	]		
1619	0.08	110	R	To:	Cul-de-Sac	NA T	NA	09/30/2002
				From:	SR 3			
(1620)	0.26	390	R	<u> </u>	SK 3	NA NA	NA	1999
				To:	88-1621	1		
				From:	88-1620			
1621	0.98	330	R	т	0.11.0	NA T	NA	1999
				From:	Cul-de-Sac			
	0.19	200	R	From:	88-1621	J NA	NA	10/28/2002
1622	0.10	200	1	To:	Cul-de-Sac	1	IN/A	10/20/2002
				From:	88-1621			
1623	0.19	80	R	,		NA	NA	1999
$\bigcirc$				To:	Cul-de-Sac	1		
$\bigcirc$				From:	88-621	J		
(1624)	0.07	170	R			NA -	NA	1999
				From:	88-1625	<u> </u>		4000
1624	0.10	120	R			NA -	NA	1999
	0.44	440	_	From:	88-1626	}		1000
1624	0.11	110	R			NA -	NA	1999
	0.44	40	_	From:	88-1627	<u></u>	NIA.	4000
1624	0.14	40	R	To:	Cul-de-Sac	NA T	NA	1999
				From:	Cul-de-Sac	1		
(1625)	0.13	30	R	<u> </u>	Cui-ut-Sac	NA NA	NA	1999
1020				To:	88-1624	1		
				From:	88-1624			
(1626)	0.11	40	R			NA NA	NA	1999
				To:	Cul-de-Sac			
	0.13	20	В	From:	88-1624	NA	NA	1999
1627	0.13	30	R	To:	Cul-de-Sac	]	INA	1999
				From:	88-621			
1628)	0.17	50	R	<u> </u>	00 021	NA	NA	1999
$\bigcup$				То:	Cul-de-Sac			
				From:	88-621			
1629	0.12	100	R	To:	0.11.0	NA T	NA	1999
				From:	Cul-de-Sac	<u> </u>		
(1000)	0.29	220	R	FIOIII.	88-608	J NA	NA	09/16/2002
1630	0.20	220		To:	88-1631	1	10.0	00/10/2002
				From:	88-1632			
(1631)	0.47	80	R			NA	NA	09/16/2002
				To:	Cul-de-Sac	<u> </u>		
$\bigcirc$	2.22		_	From:	Dead End	J		00/40/225
(1632)	0.08	20	R	_		NA -	NA	09/16/2002
				From:	88-1631	<del>}</del>		
1632	0.16	46	R	To:	Cul do Soo	NA T	NA	09/16/2002
				From:	Cul-de-Sac			
(1633)	0.18	70	R	. roall.	Cul-de-Sac	J NA	NA	10/29/2002
(1633)	0.10	- •	••	To:	88-1621	]		. 5. 25. 2502
				-				

					Spoisylvania iviaintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT Q	N Year
Spotsylvania County				From:	88-1621				
(1634)	0.19	60	R	<b>L</b>	00 1021	NA		NA	10/29/2002
				To:	Cul-de-Sac				
$\bigcirc$	0.00	40		From:	Dead End				00/40/000
1635	0.09	40	R	To:	88-780	NA		NA	09/16/2002
				From:	88-1638 SOUTHWEST				
1636	0.49	70	R	<u></u>	00 1030 500 111 WES 1	NA		NA	09/16/2002
$\bigcup$				To:	88-1638 NORTHEAST				
$\overline{}$				From:	88-1643				
1637	0.17	60	R	To:	88-1638	NA		NA	09/16/200
				From:					
1638	0.65	1000	R		88-608	NA		NA	09/16/200
1000				To:	88-1647				
				From:	88-1638				
1639	0.06	60	R			NA		NA	09/16/2002
				To:	Dead End				
	0.00	200		From:	SR 208	N1A		NIA	00/40/000
1640	0.98	990	R	To:	End Loop	NA		NA	09/19/2002
				From:	88-1640				
1641)	0.11	160	R		00-1040	NA		NA	09/19/200
1041)	-			To:	Cul-de-Sac				
				From:	88-1640				
1642	0.05	130	R			NA		NA	09/19/200
				To:	Cul-de-Sac				
	0.04	400		From:	88-1636	N1A		NIA	00/40/000
1643	0.21	180	R			NA		NA	09/16/2002
	0.08	290	R	From:	88-1638	NA		NA	1999
1643)	0.06	290	ĸ	_		INA		NA	1999
	0.06	340	R	From:	88-1649	NA		NA	1999
1643)	0.00	3-10		T	20.451	I NA		INA	1000
1643)	0.05	450	R	From:	88-1647	NA		NA	1999
1643)	0.00	.00	• • •	To	88-1646	1.0.1		101	1000
1643	0.09	560	R	From:	00-1040	NA		NA	1999
1643				To:	88-1645				
1643	0.07	690	R	From:	00 10 15	NA		NA	1999
				To:	88-1644				
1643)	0.03	850	R	From:		NA		NA	1999
				To:	88-780				
				From:	Cul-de-Sac				
1644	0.17	140	R			NA		NA	1999
<u> </u>				From:	88-1643				
1644)	0.06	60	R	To:	0110	NA		NA	1999
				From:	Cul-de-Sac				
1645)	0.16	140	R	FIOID:	88-1643	NA		NA	1999
1045)	0.10	170	11	To:	Cul-de-Sac	INA		INC	ישפטו
				From:	Cul-de-Sac				
1646	0.07	50	R		In the Suc	NA		NA	1999
				To:	88-1643				
1646)	0.13	140	R	From:		NA		NA	1999
				To:	Cul-de-Sac				

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K	QK Dir Factor	AAWDT Q\	V Year
Spotsylvania County				From:	88-1638				
(1647)	0.04	220	R	<u> </u>	00 1030	NA		NA	09/16/2002
				To: From:	88-1648				
(1647)	0.10	210	R	To:	88-1643	NA		NA	09/16/2002
				From:	Cul-de-Sac				
1648)	0.08	80	R			NA		NA	1999
				To-	88-1647				
1640	0.06	50	R	From:	Cul-de-Sac	NA		NA	1999
(1649)				To:	88-1643				
				From:	88-628				
1650	0.97	200	R	To:	Cul-de-Sac	NA		NA	1995
				From:	88-628				
(1651)	0.16	800	R	<u> </u>	66-626	NA		NA	1995
				To- From:	88-1652 NORTH				
1651)	0.06	100	R			NA		NA	1995
	0.00	400		From:	88-1653	NIA.		NIA	4005
(1651)	0.60	100	R	To:	88-1653	NA		NA	1995
				From:	88-1650				
(1652)	0.57	160	R	_		NA		NA	1999
				From:	End Loop				
(1653)	0.04	48	R	rioiii.	Cul-de-Sac	NA		NA	1999
1.000				To:	88-1666				
1653)	0.14	140	R	From:		NA		NA	1999
				From:	88-1651 NORTH				
(1653)	0.14	390	R			NA		NA	1999
	0.10	160	R	From:	88-1651	NA		NA	1999
1653	0.10	100		To:	88-1655	INA		INA	1999
(1653)	0.07	290	R	From:	00-1033	NA		NA	1999
				To: From:	88-1650				
(1653)	0.21	650	R	110.11.		NA		NA	1999
$\bigcirc$				From:	88-1662				4000
(1653)	0.09	450	R	_		NA		NA	1999
(1653) (1653) (1653)	0.07	410	R	From:	88-1663	NA		NA	1999
(1033)				To	88-1664				
(1653)	0.09	300	R	From:	30 100.	NA		NA	1999
				To: From:	88-1658				
(1653)	0.20	120	R	To:	Cul da Caa	NA		NA	1999
-				From:	Cul-de-Sac 88-1653				
(1655)	0.41	100	R	<u> </u>	00-1003	NA		NA	1995
				To:	88-1658				
	0.04	90	В	From:	Cul-de-Sac	NI A		NIA	1005
1656	0.04	80	R	To:	88-1655	NA		NA	1995
				From:	88-1655				
(1657)	0.04	60	R	_		NA		NA	1995
				To:	Cul-de-Sac				

					opotoyivarna iviainteriarioe / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	Year
Spotsylvania County				From:		1		
(1658)	1.02	130	R	1.0	88-1907	NA NA	NA	1995
(1030)				To:	Cul-de-Sac	]		
				From:	88-1650			
(1659)	0.12	48	R			NA	NA	1995
				To:	Cul-de-Sac			
$\bigcirc$	0.00	50	_	From:	88-1650	]	NIA	1005
(1660)	0.08	50	R	To:	Cul-de-Sac	NA <b>1</b>	NA	1995
				From:	Cul-de-Sac; 0.08 MW	·		
(1661)	0.08	50	R	<u> </u>	cui de sue, c.so m	NA	NA	1995
				To:	88-1658			
1661)	0.16	60	R	From:		NA	NA	1995
				To:	Cul-de-Sac			
				From:	88-1653			
(1662)	0.13	100	R			NA	NA	1999
				From:	88-1663	}		
1662	0.18	130	R			NA	NA	1999
				From:	88-1658	]		
1662	0.24	320	R			NA	NA	1999
				From:	88-1902	<del></del>		1000
(1662)	0.05	200	R			NA	NA	1999
				From:	88-1903			4000
1662	0.09	130	R	To:	88-1658 EAST	NA 1	NA	1999
				From:		<u> </u>		
(1663)	0.15	80	R		88-1651	NA	NA	1995
1663				To	88-1650	1		
(1663)	0.09	46	R	From:	00-1030	NA	NA	1999
1.000				To:	88-1662	1		
1663	0.06	190	R	From:	00-1002	NA NA	NA	1999
				To:	88-1653			
				From:	88-1653			
1664	0.15	90	R	To:		NA 1	NA	1999
					88-1658; 88-1906			
(1005)	0.06	70	R	From:	88-1651 WEST	J NA	NA	11/04/2002
(1665)	0.00	70		To:	88-1651 EAST	]	INA	11/04/2002
				From:	Cul-de-Sac			
1666	0.06	50	R			NA	NA ´	11/04/2002
				To:	88-1653			
$\bigcirc$				From:	Cul-de-Sac			
(1667)	0.13	120	R			NA	NA ^	11/04/2002
				From:	88-1668	<u></u>		
1667)	0.21	NA		To:	00 1770	NA 1	NA	
				From:	88-1678	l I		
(1668)	0.09	NA		·····L	88-1677	J NA	NA	
1000	0.00			Tai	D IE I	.w.		
1669	0.16	260	R	From:	Dead End	NA	NA ´	11/04/2002
(1668)				To:	00 1770	.v.		
(1668)	0.07	630	R	From:	88-1669	NA	NA ´	11/04/2002
1000				To:	88-628; 88-1651	<u> </u>		
<del></del>							·	

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QW	Year
Spotsylvania County				From:	88-1668	i			
(1669)	0.37	150	R			NA		NA	11/04/2002
				To:	88-1678				
$\bigcirc$	0.04	470	-	From:	88-627			NIA	00/40/0000
1670	0.21	470	R	To:	88-1673	NA 1		NA	08/19/2002
				From:	88-1670	<u> </u>			
(1671)	0.23	70	R		00 1070	NA		NA	08/19/2002
				To:	88-1675				
$\sim$				From:	88-1670				
1672	0.14	200	R	To:	0.1.1.6	NA 1		NA	08/19/2002
				From:	Cul-de-Sac	1			
(1070)	0.23	170	R	From:	88-1670	NA NA		NA	08/19/2002
(1673)	0.20	170		To:	88-1674	1		14/3	00/13/2002
				From:	88-1673				
(1674)	0.17	170	R	-	00 10,5	NA		NA	08/19/2002
				To:	Cul-de-Sac				
				From:	88-1673				
1675	0.21	490	R			NA 1		NA	08/19/2002
				To:	88-627	<u> </u>			
$\bigcirc$	0.07	100	R	From:	Cul-de-Sac	] NA		NA	11/04/2002
1676	0.07	100	K	To:	88-1668	]		INA	11/04/2002
				From:	Cul-de-Sac/	l			
(1677)	0.19 <b>NA</b>	NA		<u> </u>	Cur-uc-Suc/	NA NA		NA	
				To:	Cul-de-Sac/	]			
				From:	Dead End/				
(1678)	0.22	NA				NA		NA	
				To:	88-00628(B)/88-01651(U)/				
	0.00			From:	Dead End/	]			
1679	0.06	NA		To:	88-01667(B)/	NA 1		NA	
				From:	Cul-de-Sac	<u> </u>			
(1680)	0.63	450	R		Cui-de-Sac	NA		NA	09/17/2002
(1000)				To:	SR 3	]			
				From:	88-1680				
(1681)	0.69	130	R			NA		NA	09/17/2002
				To:	88-1680				
$\bigcirc$				From:	88-01689(B)/				
1682	0.12	NA		To:		NA 1		NA	
				From:	Cul-de-Sac/	[			
(1683)	0.05	NA		From:	88-01689(B)/	NA		NA	
(1683)	0.00	NA.		To:	Cul-de-Sac/	1		14/3	
				From:	88-1694	: 			
1684	0.24	NA			00 107 1	NA		NA	
				To	88-1691	]			
(1684)	0.29	NA		From:		NA		NA	
$\bigcup_{i=1}^{n}$				To:	88-1615	]			
				From:	Cul-de-Sac/				
(1685)	0.24	NA				NA		NA	
				To:	Cul-de-Sac/				
$\bigcirc$		4000	_	From:	88-1037	<u> </u>			44/07/000
1686	0.28	1000	R	To:	88-1689	NA 1		NA	11/07/2002
				1	00-1007	J			

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK [ QC Factor Fa	Dir AAWDT QW	Year
Spotsvlvania Countv				From:	Cul-de-Sac	<del>1</del>		
(1687)	0.04	40	R		Cui-de-Sac	NA	NA	11/07/200
				To:	88-1686			
$\bigcirc$	0.00	400		From:	Cul-de-Sac	NA.	NIA	44/07/000
1688	0.23	190	R	To:	88-1686	NA 1	NA	11/07/200
_				From:	Cul-de-Sac			
1689	0.70	220	R			NA	NA	11/07/200
				To:	Dead End			
$\bigcirc$	0.60	200	_	From:	88-629	NA	NA	1000
1690	0.69	290	R	To:	Cul-de-Sac	NA 1	NA	1999
				From:	Cul-de-Sac			
1691	0.10	NA				NA	NA	
				To: From:	88-1684			
1691	0.06	NA				NA	NA	
				To:	88-1695			
4000	0.06	NA		From:	Cul-de-Sac/	J NA	NA	
1692	0.00	IVA		To:	88-01684(B)/	]	IVA	
				From:	Dead End/			
1693	0.31	NA				NA	NA	
				To:	Cul-de-Sac/			
	0.07	NA		From:	Cul-de-Sac/	] NA	NA	
1694	0.07	IVA		To:	88-01684(L)/	]	IVA	
				From:	88-01693(B)/			
1695	0.20	NA				NA	NA	
				To:	Cul-de-Sac/			
	0.88	NA		From:	88-00620(B)/	] NA	NA	
1696	0.00	IVA		To:	88-01698(B)/	1	IVA	
				From:	88-01696(B)/			
(1697)	0.26	NA				NA	NA	
				To:	Cul-de-Sac/			
	0.49	NA		From:	Dead End/	] NA	NA	
1698)	0.43	IVA		To:	Cul-de-Sac/	]	IVA	
			_	From:	88-01698(B)/			
1699	0.12	NA				NA	NA	
				To:	Cul-de-Sac/	<u> </u>		
	0.39	90	R	From:	Cul-de-Sac	NA NA	NA	10/07/200
(1700)	0.38	90	K	To:	SR 208	INA.	INA	10/01/200
				From:	End Loop			
(1701)	0.42	90	R		·	NA	NA	1999
				To: From:	88-1704	]		
(1701)	0.06	150	R			NA	NA	1999
	_			To: From:	Begin Loop	]		
1701)	0.14	250	R			NA	NA	1999
	0.00	F0.0		From:	88-1703	)———	NI A	4000
(1701)	0.09	590	R			NA 1	NA	1999
(1701)	0.14	470	R	From:	88-1702	NA	NA	1999
(1/01)	U. 14	4/0	ĸ	To:	88-1705	INA 1	INA	1999

					Spoisylvania ivialinenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dii I Factor Fact		/ Year
Spotsylvania County				From:	88-1705	i		
(1701)	0.13	650	R	<u> </u>	66-1/03	NA	NA	1999
				To-	88-627			
$\bigcirc$				From:	88-627			
(1702)	0.14	190	R	To:	00 1701	NA T	NA	1999
				From:	88-1701 88-1701	<u> </u>		
(1703)	0.34	220	R		00-1/01	NA	NA	1999
				To:	88-1704	1		
1703	0.19	70	R	From:	66 1761	NA	NA	1999
				То:	Dead End			
$\bigcirc$				From:	88-1703			
1704	0.15	70	R	To:	00.1701	NA T	NA	1999
				From:	88-1701	1		
(1705)	0.11	180	R	From:	88-1701	J NA	NA	1999
1705	0.11	100		To:	99 1707	7	107	1000
(1705)	0.13	110	R	From:	88-1706	NA	NA	1999
(1703)	00			To:	Cul-de-Sac	1		
				From:	88-1705	]		
(1706)	0.06	47	R			NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	0.10	400	В	From:	88-1708; 88-1709		NA	00/04/200
1707	0.10	190	R	To:	88-616	NA 1	INA	09/04/200
				From:	88-1709; 88-1707	1		
(1708)	0.86	30	R		00 1707, 00 1707	NA	NA	09/04/200
				To:	88-1709	]		
				From:	88-1708; 88-1707			
1709	0.88	40	R	. —	20.474	NA T	NA	09/04/200
				To:	88-1710			
(170)	0.98	160	R	From:	88-616	J NA	NA	09/04/200
(1710)	0.50	100	1	To:	Cul-de-Sac	1	IVA	03/04/200
				From:	88-01712(B)/			
(1711)	0.44	NA				NA	NA	
				To:	88-00625(B)/			
$\bigcirc$	0.07	242		From:	88-612	]		44/05/000
(1712)	0.27	910	R			NA -	NA	11/05/200
	0.46	NA		From:	88-1713	NA NA	NA	
(1712)	0.40	IVA		To:	88-1723 RT 1723 SOUTH CONN.	1	INA	
$\bigcirc$				From:	88-01723(L)/SOUTH CONN.	]	-	
(1712)	0.84	NA		To:	99.00(25/7)/	NA T	NA	
				From:	88-00625(B)/	<u> </u>		
(1713)	0.35	60	R	1 10III.	88-1712	J NA	NA	11/05/200
				To:	Dead End	<u> </u>	17/1	
				From:	88-613			
(1714)	0.14	210	R			NA	NA	10/22/200
				From:	88-1715	]		
(1714)	0.36	70	R			NA	NA	10/22/2002
				To:	Cul-de-Sac	<u> </u>		
$\cap$	0.00	202	_	From:	88-1714		N/A	40/00/000
1715	0.90	300	R	To:	Cul-de-Sac	NA 1	NA	10/22/2002
					Cur-uc-Duc			

Route	l enath	AADT	QA	4Tire	BusTruck	()(:	QK	AAWDT	O\\\/	Year
Spotsylvania County	Length	AAUI	ųА	41116	2Axle 3+Axle 1Trail 2Trail	Factor	Factor	~~VV D I	۷۷۷	ı tal
	0.40	550	_	From:	88-610	NIA		NIA		44/05/2002
(1716)	0.18	550	R	To	Dead End	NA I		NA		11/05/2002
$\bigcirc$				From:	88-01753(R)/					
1716	0.05	NA		To:	Dead End/	NA I		NA		
				From:	88-1784					
1717)	0.13	NA		<u> </u>		NA		NA		
				To: From:	88-1716					
1717	0.19	80	R	To:	88-1719	NA I		NA		11/05/2002
				From:	88-1784					
1718	0.29	NA		<u> </u>	00-170-4	NA NA		NA		
				To: From:	88-1716					
1718	0.11	70	R			NA		NA		11/05/2002
				To:	88-1719					
	0.22	90	R	From:	88-1716	NA NA		NA		11/05/2002
(1719)	0.22	90	K	To:	88-1717	IN/A		INA		11/03/2002
				From:	88-620					
1720	0.41	230	R			NA		NA		10/17/2002
				To: From:	88-1722					
1720	0.06	45	R	To:	0.1.1.0	NA		NA		10/17/2002
				From:	Cul-de-Sac					
(1721)	0.34	150	R	rioin.	88-620	l NA		NA		10/17/2002
(1721)				To:	88-1722					
$\widehat{}$				From:	88-1720					
(1722)	0.10	46	R			NA		NA		10/17/2002
$\bigcirc$				From:	88-1721					4044=40000
(1722)	0.10	40	R	To	Cul-de-Sac	NA I		NA		10/17/2002
				From:	88-01712(L)/RT 1723(U)/SOUTH CONN.					
(1723)	0.51	NA				NA		NA		
				To:	88-01712(B)/NORTH CONN.					
$\bigcirc$	0.00			From:	88-01723(B)/	NIA		NIA		
(1724)	0.09	NA		To:	Cul-de-Sac/	NA I		NA		
				From:	88-1726					
(1725)	0.59	310	R			NA		NA		10/31/2002
				To:	88-747					
	0.50	170	R	From:	88-1727	NA NA		NA		10/31/2002
1726	0.50	170	K			INA I		INA		10/31/2002
(1726)	0.36	230	R	From:	88-747	NA		NA		10/31/2002
(1726)	0.00			To	88-1725	1				
1726	0.16	46	R	From:	00-1723	NA		NA		10/31/2002
				To	Dead End					
				From:	Dead End					
(1727)	0.09	50	R			NA		NA		10/31/2002
$\bigcirc$	0.00			To: From:	88-1726	NI A		NI A		10/21/2002
1727	0.06	60	R	To:	Cul-de-Sac	NA I		NA		10/31/2002
				From:	Cul-de-Sac/					
(1728)	0.19	NA			_	NA		NA		
				To:	88-01712(B)/					

					Spotsylvania Maintenance Area	1/	D:z		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT (	QW Year
Spotsylvania County				From:	88-620				
(1729)	0.29	110	R	. —		NA		NA	09/04/200
				Tn·	Cul-de-Sac				
	0.76	150	R	From:	Cul-de-Sac	NA NA		NA	09/04/200
1730	0.70	100		To:	88-620	]		14/-1	03/04/200
				From:	Cul-de-Sac				
(1731)	0.16	40	R			NA		NA	09/04/200
				To: From:	88-1732				
1731)	0.50	160	R			NA		NA	09/04/200
				To:	88-620				
	0.07		_	From:	88-1731	J			00/04/00
1732	0.27	60	R	To	Cul-de-Sac	NA I		NA	09/04/200
				From:	88-620	l			
1733	0.60	260	R		88-020	NA NA		NA	09/04/200
				To	88-1734	1			
1733	0.22	40	R	From:	00-1754	NA		NA	09/04/200
				To	Cul-de-Sac				
				From:	Cul-de-Sac				
1734	0.26	80	R	_		NA		NA	09/04/200
				To:	88-1733				
	0.05	00	_	From:	Cul-de-Sac	NIA.		NIA	40/47/00/
1735	0.25	90	R	To:	88-618	NA I		NA	10/17/20
				From:	88-618				
1736	0.18	60	R	<u> </u>	66-016	NA		NA	10/17/200
				To:	Cul-de-Sac				
				From:	88-618				
1737	0.21	130	R			NA		NA	1999
				From:	88-1738				
1737)	0.22	90	R	To:	0.1.1.0	NA 1		NA	1999
				From:	Cul-de-Sac				
1738)	0.10	47	R	FIOIII.	88-1737	NA		NA	1999
1738)	0.10	-7.	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	]		14/ (	1000
				From:	88-1741				
1739	0.12	30	R			NA		NA	10/17/200
$\bigcup_{i=1}^{n}$				To:	Cul-de-Sac				
$\bigcirc$				From:	88-618				
1740)	0.13	600	R			NA		NA	1999
	0.05	200		From:	88-1741	NIA.			4000
1740	0.35	330	R	To:	Cul-de-Sac	NA I		NA	1999
				From:	Cul-de-Sac				
(1741)	0.32	100	R		cui-uc-sac	NA NA		NA	1999
				To:	88-1742	1			
(1741)	0.48	230	R	From:	00 I, 12	NA		NA	1999
$\bigcup_{i=1}^{n}$				To:	88-1740	1			
(1741)	0.64	140	R	From:	55.7.10	NA		NA	1999
				To:	Dead End				
$\widehat{}$				From:	Cul-de-Sac				
(1742)	0.13	60	R		00.45	NA I		NA	1999
				Tn-	88-1743				

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K QK D Factor Fac	\(\lambda \lambda ear	
Spotsylvania County				From:	88-1743	<u> </u>		
(1742)	0.06	100	R	<u> </u>	00-1743	NA	NA	1999
				To:	88-1741	]		
$\bigcirc$				From:	88-1742			
1743	0.21	40	R	To:	Cul-de-Sac	NA 1	NA	1999
				From:	88-1740			
(1744)	0.62	270	R		00-1740	J NA	NA	1999
				To:	Cul-de-Sac			
				From:	88-1744			
1745	0.19	40	R	To:	Cul de Cue	NA 1	NA	1999
				From:	Cul-de-Sac	<u> </u>		
1746	0.25	70	R	rioin.	88-1744	J NA	NA	1999
1740	0.20			To:	Cul-de-Sac	]		
				From:	SR 3			
1747)	0.42	200	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.00	40	_	From:	88-1741		NIA	1000
1748	0.20	40	R	To:	Cul-de-Sac	NA 1	NA	1999
				From:	Dead End/			
1749	0.53	NA			Dead End	NA	NA	
				To:	88-01711(B)/			
				From:	88-618			
1750	0.28	160	R			NA	NA	1999
				To: From:	88-1751	]		
1750	0.12	50	R	т	0.11.0	NA 1	NA	1999
				To:	Cul-de-Sac	<u> </u>		
1751)	0.20	70	R		88-1750	J NA	NA	1999
1/31)	0.20		• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	1	101	1000
				From:	88-610	<u> </u>		
1752	0.28	110	R			NA	NA	09/17/2002
				To:	Cul-de-Sac			
	0.27	NA		From:	88-01716(B)/	] NA	NIA	
1753	0.37	NA		To:	Cul-de-Sac/	NA 1	NA	
				From:	88-01753(B)/			
(1754)	0.11	NA		<u> </u>	00 017 <i>ES</i> (B):	NA NA	NA	
				To:	Cul-de-Sac/			
				From:	Cul-de-Sac			
(1755)	0.04	60	R			NA	NA	08/26/2002
				From:	88-1756	]		
1755	0.06	250	R			NA	NA	08/26/2002
	0.00	40		From:	88-760 SOUTH	)	NIA	00/00/000
1755	0.20	40	R	To	88-760 NORTH	NA 1	NA	08/26/2002
				From:	88-760	<u> </u>		
1756	0.23	80	R	ш	00-700	NA	NA	08/26/2002
				To	88-1755			
				From:	88-760			
1757	0.15	180	R			NA	NA	1999
				To: From:	88-1758 WEST	]		
1757	0.21	90	R	~	00.1550.71.07	NA 1	NA	1999
				To:	88-1758 EAST			

					Spoisy	Ivania Maintenance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:			i							
(1758)	0.06	50	R	rion.		88-1757 WEST			NA			NA		1999
				To:		88-760								
1758	0.10	260	R	rion.			-		NA			NA		1999
				From:		88-1757 EAST	-							
1758	0.11	320	R	To:		88-620			NA			NA		1999
				From:		Cul-de-Sac/								
1759	0.14	NA				Cui-ue-sac/			NA			NA		
				To:		88-01762(L)/								
$\bigcirc$	2.22	= 40		From:		88-1237								4000
1760	0.60	540	R	To:		Cul-de-Sac			NA			NA		1999
				From:		Cul-de-Sac								
1761)	0.06	100	R	<u> </u>		Cur do Suc			NA			NA		1999
				To:		88-1760								
	0.05	NA		From:		88-1759			NIA			NIA		
1762	0.25	NA				00.4==4			NA			NA		
1762	0.81	840	R	From:		88-1774			NA			NA		11/05/200
1762)	0.01	0.0		To:		88-616								117007200
				From:		88-1762								
1763	0.38	100	R						NA			NA		11/05/200
				To: From:		Cul-de-Sac								
1764)	0.10	30	R	FIOIII.		Cul-de-Sac			NA			NA		11/05/200
1704				To:		88-1763								
				From:		Dead End								
1765	0.07	50	R						NA			NA		09/10/20
$\bigcirc$	0.40			From:		88-1770								00/40/00
1765	0.18	70	R						NA			NA		09/10/200
	0.08	340	R	From:		88-1772			NA			NA		09/10/200
1765	0.00	040		To:		88-1771			147 (			14/ (		00/10/200
1765	0.07	610	R	From:		00-1//1			NA			NA		09/10/200
				To: From:		88-1770								
1765	0.10	820	R	rioii.					NA			NA		09/10/20
				From:		88-1769	-							
(1765)	0.10	970	R						NA			NA		09/10/200
	2.22	4400		From:		88-1768	-							00/40/00/
(1765)	0.06	1100	R						NA			NA		09/10/200
	0.05	1200	R	From:		88-1767			NA			NA		09/10/200
1765	0.03	1200		To:		00 1777			INA			IVA		03/10/200
1765	0.05	1300	R	From:		88-1766			NA			NA		09/10/200
				To:		88-610								
				From:		88-1765								
1766	0.05	60	R	To:		Cul do Soo			NA			NA		09/10/200
				From:		Cul-de-Sac								
(1767)	0.08	80	R			Cui-uc-sac			NA			NA		09/10/200
$\bigcup_{i=1}^{n}$				To:		88-1765								

					Spotsy	/Ivania Maintenance Area	1 							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2	2Trail	QC F	K actor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-1765	-							
(1768)	0.10	160	R	<u> </u>		00-1703			NA			NA		09/10/2002
				To:		88-1769								
$\bigcirc$	0.45	400		From:		88-1765			N.1.A			NIA		00/40/0000
1769	0.15	100	R	To:		88-1768			NA			NA		09/10/2002
				From:		Cul-de-Sac								
1770	0.32	120	R	<u> </u>		cui de suc			NA			NA		09/10/2002
				To:		88-1771	<u> </u>							
1770	0.16	220	R	110.11.					NA			NA		09/10/2002
				To:		88-1765								
	0.12	70	R	From:		88-1765			NΙΛ			NA		00/10/2002
1771)	0.12	70	K	To		88-1770			NA			INA		09/10/2002
				From:		88-1765								
1772	0.12	90	R						NA			NA		09/10/2002
				To:		88-1770								
$\bigcirc$	0.40		_	From:		Cul-de-Sac			N.1.0			NIA		40/00/0000
1773	0.16	60	R	To:		88-1762			NA			NA		10/28/2002
				From:		88-1762								
(1774)	0.32	110	R	<u> </u>		00-1702			NA			NA		10/28/2002
$\bigcirc$				То:		88-1778								
				From:		SR 208								
1775	0.36	90	R	To:		0.1.1.0			NA			NA		10/28/2002
				From:		Cul-de-Sac								
1776	0.12	60	R	r toni.		88-1774; 88-1777			NA			NA		10/28/2002
(170)	****			То:		Cul-de-Sac								
				From:		Cul-de-Sac								
(1777)	0.12	70	R						NA			NA		10/28/2002
				To:		88-1774; 88-1776								
	0.13	60	R	From:		88-1774			NA			NA		10/28/2002
(1778)	0.13	00	IX.	To:		Cul-de-Sac			INA			INA		10/20/2002
				From:		88-702								
(1779)	0.34	80	R						NA			NA		1995
				To:		Cul-de-Sac								
	0.26	520	R	From:		88-610			NA			NA		09/12/2002
1780	0.20	520	K	To:		88-1783			INA			INA		09/12/2002
				From:		88-1780								
(1781)	0.19	150	R	<u> </u>					NA			NA		09/12/2002
				To:		Dead End								
$\bigcirc$				From:		88-1780								
1782	0.20	150	R	То:		Dead End			NA			NA		09/12/2002
				From:		88-1782								
1783	0.13	40	R	<u> </u>		00 1/02			NA			NA		09/12/2002
$\bigcirc$				To:		Cul-de-Sac								
				From:		Dead End/								
1784	0.21	NA		To		D. IE. I			NA			NA		
				To: From:		Dead End/	<u> </u>							
(1786)	0.10	30	R	FIGHT.		88-618			NA			NA		1999
1700	0.10			To		88-1787								
								_						

					Spoisylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir I Factor Facto	AAWDT QW	Year
Spotsvlvania Countv				From:	88-1787	1		
1786	0.16	10	R		88-1/8/	J NA	NA	1999
				To	88-1788	1		
1786	0.10	2	R	From:	20 3.00	NA	NA	1999
				To:	Dead End			
$\bigcirc$	0.00	00		From:	88-1789	]	NIA	4000
1787	0.09	90	R			NA •	NA	1999
	0.30	30	R	From:	88-1788	NA NA	NA	1999
1787	0.50	30	K	To:	88-1786	]	IVA	1999
				From:	88-1787	<u> </u>		
1788	0.40	6	R			NA	NA	1999
				To:	88-1786			
$\widehat{}$				From:	88-618	]		1000
1789	0.09	110	R			NA -	NA	1999
	0.10	20		From:	88-1787	NIA	NIA	1000
1789	0.19	30	R	To:	Dead End	NA 1	NA	1999
				From:	SR 3			
1790	0.44	580	R	<u> </u>	SK 3	NA NA	NA	10/17/20
				To:	88-618			
$\overline{}$				From:	88-1790			
1791	0.25	90	R	To:	0.11.0	NA 1	NA	10/17/20
					Cul-de-Sac	1		
1792)	0.27	60	R	From:	SR 3	J NA	NA	10/17/20
1792)	0.21	00		To:	Cul-de-Sac	]	IVA	10/1//20
				From:	Dead End			
1793	0.06	10	R			NA	NA	1999
				To: From:	88-1795	]		
1793)	0.31	30	R			NA	NA	1999
				To:	88-618			
	0.31	450	В	From:	Cul-de-Sac	) NA	NA	10/17/20
1794	0.31	150	R	To:	88-618	NA 1	INA	10/17/20
_				From:	88-1793			
1795)	0.24	30	R		00 1775	NA NA	NA	1999
<u> </u>				To:	88-618			
$\overline{}$				From:	Cul-de-Sac			
1796	0.22	80	R	To:	SR 208	NA 1	NA	10/28/20
				From:				
1797	0.58	120	R	. wat.	88-614	J NA	NA	10/08/20
		·-•		To	Dead End		· · · ·	
				From:	Cul-de-Sac/			
1798)	0.06	NA				NA	NA	
				To:	88-01794(B)/			
	0.42	NA		From:	Dead End/	J NA	NΙΔ	
1799	0.13	NA		To:	88-01712(B)/	NA 1	NA	
				From:	SR 208	i I		
1800	0.32	240	R		OR 200	NA	NA	08/21/20
				To:	Cul-de-Sac			
				From:	88-1800			
1801	0.14	50	R			NA 1	NA	08/21/20
				To:	88-1802			

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT QW	Year
Spotsylvania County				From:	88-1800				
(1802)	0.10	50	R		30 1000	NA		NA	08/21/2002
				To	Cul-de-Sac				
$\bigcirc$	0.47	NIA		From:	Dead End/	NIA		NIA	
1805)	0.17	NA		To:	88-01090(B)/	NA I		NA	
				From:	Dead End/				
(1806)	0.19	NA				NA		NA	
				To:	88-01091(B)/				
	0.07	NA		From:	Dead End/	NA NA		NA	
(1807)	0.07	INA		To:	88-01091(B)/	INA		INA	
				From:	88-00674(B)/				
1808)	0.23	NA				NA		NA	
				To:	88-01809(B)/				
$\bigcirc$	0.40	NIA		From:	88-01808(B)/	NIA		NIA	
1809	0.43	NA		To:	Cul-de-Sac/	NA I		NA	
				From:	88-674				
1810	0.27	410	R			NA		NA	09/17/2002
$\overline{}$				To	Cul-de-Sac				
$\bigcirc$	0.40	000	_	From:	88-1810	N.A.		NIA	00/47/000/
(1811)	0.18	230	R	To:	Cul-de-Sac	NA I		NA	09/17/2002
				From:	Cul-de-Sac				
(1812)	0.04	48	R		cur de bue	NA		NA	09/17/2002
				To	88-1811				
$\bigcirc$				From:	88-1811				
1813	0.13	160	R	To:	Cul-de-Sac	NA		NA	09/17/2002
				From:					
(1814)	0.24	270	R		Cul-de-Sac	NA NA		NA	09/17/2002
1017				To:	88-1813				
				From:	Cul-de-Sac				
(1815)	0.06	90	R	To:	00 1014	NA		NA	09/17/2002
				From:	88-1814				
(1816)	0.06	360	R	110111	88-674	NA NA		NA	09/17/200
10.00				To:	88-1814				
				From:	88-1818				
1817)	0.13	100	R	т	00 1270	NA		NA	10/28/2002
				To: From:	88-1270				
(1818)	0.16	140	R	r tom.	Dead End	NA NA		NA	10/28/2002
(1010)				To:	88-1270				
				From:	88-1821				
(1819)	0.06	70	R			NA		NA	10/28/2002
				Tn·	Dead End				
4000	0.10	650	R	From:	88-1270	NA NA		NA	10/28/2002
(1820)	0.10	550	11	To:	Cul-de-Sac	INA		14/7	10/20/2002
				From:	88-1270				
(1821)	0.31	410	R			NA		NA	10/28/2002
				To:	88-1270 SOUTH				
$\bigcirc$	0.44	00		From:	Cul-de-Sac			NIA.	40/00/0000
(1822)	0.14	80	R	To:	88-1270	NA I		NA	10/28/2002
					00-12/0				

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT QV	V Year
Spotsylvania County				From:	88-743; 88-1824	i			
(1823)	0.10	180	R			NA		NA	09/17/2002
				Tn·	Cul-de-Sac				
	0.04	60	R	From:	Cul-de-Sac	] NA		NA	09/17/2002
1824	0.04	00	IX	To:	88-743; 88-1823	]		INA	03/11/2002
				From:	Cul-de-Sac				
(1825)	0.15	130	R			NA		NA	1999
				To: From:	88-1828				
(1825)	0.12	280	R			NA		NA	1999
	0.00	=40		From:	88-1827	}		NIA	4000
1825)	0.22	510	R			NA		NA	1999
	0.00	620		From:	88-1826	NIA.		NIA	1000
1825	0.09	630	R	To:	88-743; 88-1835	NA 1		NA	1999
				From:	88-1825	İ			
1826	0.06	46	R		33 332	NA		NA	1999
				To:	Cul-de-Sac				
	0.40	450	_	From:	88-1825				4000
(1827)	0.13	150	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:	Cul-de-Sac	<u> </u>			
1828	0.14	120	R		Cur-ac-sac	NA NA		NA	1999
				To	88-1825				
				From:	88-743				
(1829)	0.06	70	R	To:	0.11.0	NA 1		NA	1999
				From:	Cul-de-Sac				
(1830)	0.20	100	R	-10111	88-616	NA		NA	09/04/2002
(1630)	0.20			To:	Cul-de-Sac	1			00/01/2002
				From:	Cul-de-Sac				
1831)	0.09	80	R			NA		NA	1999
				From:	88-743	]			
(1831)	0.04	48	R	To:	Cal de Car	NA 1		NA	1999
				From:	Cul-de-Sac	<u> </u>			
(1832)	0.08	80	R	110111	Cul-de-Sac	I NA		NA	1999
(1032)				To:	88-743				
				From:	88-743				
(1833)	0.04	45	R	To:		NA 1		NA	1999
				From:	Cul-de-Sac				
(1924)	0.11	120	R	From:	Cul-de-Sac	NA		NA	1999
(1834)	0.11	0		To	88-743	1			1000
				From:	88-743; 88-1825	1			
1835	0.05	60	R	_		NA		NA	1999
				To:	Cul-de-Sac				
$\overline{}$	0.14	1E0	В	From:	88-743	NA		NA	1999
1836	0.14	150	R	To:	88-1837	NA ]		INA	1999
				From:	88-1836	<u> </u>			
(1837)	0.15	70	R			NA		NA	1999
$\bigcirc$				To: From:	88-1838	1			
(1837)	0.05	47	R			NA		NA	1999
				To:	Cul-de-Sac				

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir QC Factor Factor	AAWDT QW	Year
Spotsylvania County						- 40.0		
(1838)	0.09	300	R	From:	88-743	NA NA	NA	1999
				To: From:	88-1839			
1838)	0.11	230	R			NA	NA	1999
				To:	88-1837			•
	0.05	60	R	From:	Cul-de-Sac	NA	NA	1999
1839	0.03	00	IX.	To:	88-1838	INA	INA	1999
				From:	88-1842 Begin Loop			
1840)	0.18	760	R	_		NA	NA	09/17/200
				To: From:	88-610			
1841)	0.31	190	R	From:	88-1840	NA NA	NA	09/17/200
1841)	0.01	100		To	Cul-de-Sac	14/1	147.	00/11/200/
_				From:	88-1840 Begin Loop			
1842)	1.31	160	R	_		NA	NA	09/17/200
				To:	End Loop			
	0.08	50	R	From:	Cul-de-Sac	NA NA	NA	09/17/2002
1843	0.00			To:	88-1842	1471		00/11/200/
				From:	Cul-de-Sac			
1844)	0.07	49	R			NA	NA	09/17/200
				To:	88-1842			
	0.11	50	R	From:	88-1842	NA NA	NA	1999
1845)	0.11	00		To:	Cul-de-Sac	14/1	10.0	1000
				From:	Cul-de-Sac			
1846	0.14	120	R			NA	NA	09/17/2002
				To:	88-1842			
	0.63	290	R	From:	Dead End	NA NA	NA	10/24/200
1847)	0.00	250		То:	88-610	INA	IVA	10/24/200
				From:	Dead End			
1848)	0.11	90	R			NA	NA	10/24/2002
				To:	88-1847			
1849)	0.06	NA		From:	88-01861(B)/	NA NA	NA	
1849)	0.00			To:	Cul-de-Sac/	1471		
				From:	88-628			
1850	0.48	3700	R			NA	NA	09/25/2002
				To: From:	88-1851 EAST			
1850	0.06	1200	R	To:	99 1972	NA I	NA	09/25/2002
				From:	88-1862			
1851	0.93	240	R	110.11.	88-1854	NA NA	NA	09/25/2002
				To	88-1850 EAST			
1851)	0.18	360	R	From:	00 1030 EAD1	NA	NA	09/25/2002
				To:	88-1859			
$\bigcirc$				From:	Cul-de-Sac			
1852	0.05	120	R	To:	00 1051	NA I	NA	1999
				From:	88-1851			
1853	0.06	70	R		88-1851	NA NA	NA	1999
				To:	88-1855		·-	
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Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:										
(1854)	0.29	820	R			88-1850			NA			NA		08/26/2002
				To		88-1859 WEST								
1854	0.26	980	R	FIOIII.					NA			NA		08/26/2002
				To: From:		88-1859 EAST								
(1854)	0.03	1400	R	To:		00.620			NA			NA		08/26/2002
				From:		88-639								
(1855)	0.53	190	R			88-1854			NA			NA		1999
(1033)				To:		88-1851								
				From:		88-1866								
1856	0.21	230	R						NA			NA		1999
				To: From:		88-1867								
1856	0.06	610	R						NA			NA		1999
	0.44	400	_	From:		88-1851								00/05/000
1856)	0.11	180	R	To:		88-1850			NA			NA		09/25/2002
				From:		88-1850								
(1857)	0.12	130	R	<u> </u>		00-1030			NA			NA		1999
				To:		Cul-de-Sac								
				From:		88-1850								
(1858)	0.17	200	R	т		00.1050			NA			NA		1999
				To: From:		88-1859								
1950	0.03	450	R	Piolii.		88-1854 EAST			NA			NA		08/26/2002
(1859)	0.00			To:		00 1065 COLUTII								00/20/2002
(1859)	0.25	110	R	From:		88-1865 SOUTH			NA			NA		1999
				To		88-1865 NORTH								
(1859)	0.29	420	R	From:		00 1000 11011111			NA			NA		1999
				To: From:		88-1858								
(1859)	0.06	330	R	rioin.					NA			NA		1999
				Tn·		88-1851								
	0.00	420	В	From:		Cul-de-Sac			NIA			NΙΔ		1000
(1861)	0.08	120	R	_					NA			NA		1999
	0.34	NA		From:		88-1859			NA			NA		
(1861)	0.54	NA.		To:		Cul-de-Sac			INA			INA		
				From:		88-1867								
1862	0.15	580	R						NA			NA		09/25/2002
				To: From:		88-1850								
(1862)	0.09	730	R						NA			NA		09/25/2002
				To:		88-1863								
	0.12	680	R	From:		88-1862			NA			NA		1999
(1863)	0.12	660	K	To:		88-1868			INA			INA		1999
				From:		88-1859 SOUTH	1							
1865	0.19	120	R	1					NA			NA		1999
				To:		88-1859 NORTH								
$\bigcirc$				From-		88-1867								
1866	0.06	30	R	To:		00 1056			NA			NA		1999
				From:		88-1856								
(1867)	0.10	140	R			Cul-de-Sac			NA			NA		1999
(1867)	J. 10			To:		88-1856			, .					
										_			_	

					Bus 2A do 2 A Ado 1 Troil 2 Troil	K OI Dir	
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ractor Factor	
Spotsylvania County				From:	88-1856		
1867	0.18	250	R		*****	NA	NA 1999
				To: From:	88-1866		
1867	0.54	180	R	To:	Dood End	NA I	NA 09/25/20
				From:	Dead End 88-01863(L)/		
1868	0.12	NA			00-01003(L)/	NA	NA
				To:	88-01869(R)/		
$\bigcirc$	0.45			From:	88-01868(R)/		
1869	0.15	NA		To:	Cul-de-Sac/	NA I	NA
				From:	Cul-de-Sac		
1870)	0.40	440	R			NA	NA 09/16/20
				Tn·	Cul-de-Sac		
	0.31	180	R	From:	Cul-de-Sac	NA	NA 09/16/20
1871)	0.31	100	ĸ	To:	88-1870	INA 	NA 09/10/20
				From:	88-1871		
1872	0.05	10	R			NA	NA 09/16/20
				To:	Cul-de-Sac		
1072)	0.09	670	R	From:	88-1874	NA NA	NA 11/05/20
1873	0.00	0.0		To:	88-610	101	147 1 1700/20
				From:	88-1827; 88-1825		
1874	0.53	380	R		0.1.1.0	NA I	NA 11/05/20
				To: From:	Cul-de-Sac		
1875	0.05	40	R		88-1874	NA NA	NA 11/05/20
1875				To:	Cul-de-Sac		
				From:	88-1825		
1876	0.07	90	R	To:	0.1.1.0	NA I	NA 11/05/20
				From:	Cul-de-Sac 88-1881 WEST		
1880	0.18	370	R	<u> </u>	00-1001 WEST	NA	NA 09/19/20
				To:	88-620		
$\overline{}$			_	From:	88-1880 WEST		
1881	0.20	210	R	To:	88-1880 EAST	NA I	NA 09/19/20
				From:	Cul-de-Sac/		
1882	0.37	NA			cui de sue	NA	NA
				To-	88-01037(L)/		
$\bigcirc$	0.05	A1.6		From:	88-01882(B)/	<b>.</b>	NIA
1883	0.05	NA		To:	Cul-de-Sac/	NA I	NA
				From:	Cul-de-Sac/		
1884)	0.09	NA				NA	NA
				To:	Cul-de-Sac/NORTH		
<u>—_</u>	0.04	NIA		From:	88-01882(B)/	NIA	NA.
1885	0.04 <b>NA</b>	INA		To:	Cul-de-Sac/	NA 	NA
				From:	Cul-de-Sac		
1887	0.13	850	R	_		NA	NA 11/05/20
				To:	88-1035		
	0.00	110	В	From:	88-1887	NA	NA 11/05/20
(1888)	0.09	110	R	To	Cul-de-Sac	INA	NA 11/05/20

					Spoisyivariia iviairiteriarice Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK D Factor Fac	oir Ctor AAWDT QW	Year
Spotsylvania County				From:	88-1888	ı		
(1889)	0.05	40	R		30 1000	NA	NA	11/05/2002
				To:	Cul-de-Sac	]		
$\bigcirc$	0.50	440		From:	Dead End			40/40/000
1890	0.50	440	R	To:	88-604; 88-605	NA 1	NA	10/10/200
				From:	Cul-de-Sac			
(1891)	0.32	80	R	<u>L</u>	Cui de Sue	NA	NA	10/10/200
				To	88-1893	1		
1891)	1.14	350	R	FIOIII.		NA	NA	10/10/200
				To:	88-1890			
	0.40	40	_	From:	88-1891		NIA	40/40/000
1892	0.18	40	R	To	Cul-de-Sac	NA 1	NA	10/10/200
				From:	Cul-de-Sac			
1893)	0.60	120	R	<u>L</u>	Cur-de-Sac	NA	NA	10/10/200
				То:	88-1891			
				From:	Dead End/			
1894)	0.05	NA		To:	CD 00209/DV/00 01/40/JD/	NA 1	NA	
				From:	SR-00208(B)/88-01640(U)/			
(1895)	0.34	NA		r tom.	Dead End/	J NA	NA	
(1093)				To:	88-01894(B)/	]		
_				From:	Cul-de-Sac			
1902	0.05	40	R			NA	NA	08/26/200
				To-	88-1662			
	0.04	70	В	From:	88-1662	J NA	NA	08/26/200
1903	0.04	70 R	To:	Cul-de-Sac	]	IVA	00/20/200	
				From:	Cul-de-Sac			
1904)	0.12	190	R			NA	NA	08/26/200
				To:	88-1658			
	0.00	00	-	From:	88-1904	) NA	NIA	00/00/00
1905	0.06	60	R	To:	Cul-de-Sac	NA 1	NA	08/26/200
				From:	88-1658; 88-1664			
(1906)	0.11	110	R	<u>L</u>	66 1656, 66 1661	NA NA	NA	1999
$\bigcup$				To:	Cul-de-Sac			
				From:	88-1917			
1908	0.07	90	R	To:	Cul de Car	NA 1	NA	10/24/200
				From:	Cul-de-Sac	<u> </u>		
1909	0.06	60	R	. 10111.	88-1917	J NA	NA	10/24/200
1303				To:	Cul-de-Sac	<u> </u>		. 5.2 1,250
				From:	88-1911			
1910	0.14	350	R			NA	NA	1999
				From:	88-1912	]		
1910	0.09	1800	R	To:	00.610	NA 1	NA	1999
				From:	88-610	<u> </u>		
1011	0.16	160 R	R	riom:	88-1916	J NA	NA	10/24/200
1911)	J. 10			To-	00 1010	 1		10/24/200
1911)	0.15	100	R	From:	88-1910	NA	NA	1999
1911)				To:	88-1912	· · · · ·		
1911)	0.11 <b>130</b>	130	R	From:	00-1712	NA	NA	1999
0.11			To	Cul-de-Sac				
							<del></del>	

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Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT Q	W Year
Spotsylvania County				From:			i			
1912	0.06	330	R	110		88-1915	NA		NA	1999
				To: From:		88-1913	]			
1912	0.06	720	R				NA		NA	1999
				From:		88-1911	<del></del>			4000
1912	0.11	880	R				NA		NA	1999
(1912)	0.09	200	R	From:		88-1910	NA		NA	10/24/2002
(1912)				То:		Dead End				
$\sim$				From:		88-1916				
(1913)	0.18	130	R				NA		NA	10/24/2002
	0.16	330	R	From:		88-1914	NA		NA	10/24/2002
1913)	0.10	330	- 1	To:		88-1912			14/3	10/24/2002
				From:		88-1916				
(1914)	0.16	150	R	т		00 1012	NA		NA	1999
				To:		88-1913				
1915)	0.30	110	R			88-1916	NA NA		NA	1999
				To:		88-1912	ļ			
1915)	0.05	60	R	From:			NA		NA	1999
				To:		Cul-de-Sac				
	0.42	180	R	From:		88-1919	NA NA		NA	10/24/2002
1916	0.42	100	- 1	To:		88-1915	1		14/3	10/24/2002
1916	0.08	140	R	From:		88-1913	NA		NA	10/24/2002
				To:		88-1914				
1916	0.11	180	R	From:			NA		NA	1999
				From:		88-1913				
1916	0.38	230	R	To:		00 1012	NA I		NA	10/24/2002
				From:		88-1912 88-1916				
1917	0.51	1300	R	<u> </u>		88-1910	NA NA		NA	10/24/2002
				To:		88-610				
$\bigcirc$	0.47	400		From:		88-1916	NIA.		NIA	40/04/0000
(1918)	0.17	190	R	To:		88-1917	NA I		NA	10/24/2002
				From:		88-1925				
1919	0.29	590	R				NA		NA	10/24/2002
				To:		88-1917				
(1920)	0.18	90	R	From:		Cul-de-Sac	NA NA		NA	1999
1920	0.10			To:		88-1923			100	
(1920)	0.13	200	R	From:		00 1723	NA		NA	1999
				To: From:		88-1921				
1920	0.35	310	R				NA		NA	1999
				To: From:		88-738				
(1921)	0.33	230	R	riom:		88-1920	NA NA		NA	09/16/2002
1321)	3.55			To:		Cul-de-Sac				
				From:		Cul-de-Sac				1000
(1922)	0.18	50	R	To:		99 1021	NA I		NA	1999
				10.		88-1921				

					Spoisyivariia iviairiteriarice Area			
Route	Length	AADT	QA	4Tire	Bus	C)C C)K	r AAWDT QW	Year
Spotsylvania County				From:	Cul-de-Sac			
1923	0.20	40	R		Cur de Sue	NA	NA	1999
				To: From:	88-1924	<del> </del>		
1923	0.17	130	R	To:	88-1920	NA I	NA	1999
				From:	Cul-de-Sac			
1924	0.22	60	R		Cur-de-Sac	NA	NA	1999
				To-	88-1923			
$\overline{}$	0.27	160	R	From:	Cul-de-Sac	NA	NA	10/24/20
1925	0.27	100	K	To:	Cul-de-Sac	INA	INA	10/24/20
				From:	88-00748(B)/			
1926	0.10	NA		To:		NA	NA	
				From:	Cul-de-Sac/			
1927)	0.12	NA			Cul-de-Sac/	I NA	NA	
1.521)				To:	88-01929(B)/			
$\sim$				From:	Cul-de-Sac/			
1928	0.25	NA		To:	Cul-de-Sac/	NA I	NA	
				From:	Dead End			
1929	0.10	310	R		2 5.00	NA	NA	11/04/20
				To: From:	88-748			
1929	0.05	NA		To:	00 1020	NA 1	NA	
				From:	88-1928			
1930	0.05	880	R		88-748	I NA	NA	08/07/20
				To:	88-1931			
1930	0.07	590	R			NA	NA	08/07/20
				To:	88-1935			
1931)	0.41	290	R	From:	Cul-de-Sac	I NA	NA	08/07/20
1001)				To:	88-1930			
$\overline{}$				From:	88-748			
1932	0.15	520	R			NA	NA	08/07/20
	0.05	480	R	From:	88-1933	NA	NA	1999
1932	0.00	400		To:	88-1936	l IVA	IVA	1000
1932)	0.20	160	R	From:	00-1730	NA	NA	1999
$\bigcup$				To:	Cul-de-Sac			
$\bigcirc$	0.40	400	_	From:	88-1932	NIA.	NIA.	00/07/00
1933	0.10	120	R	To:	Cul-de-Sac	NA I	NA	08/07/20
				From:	Cul-de-Sac			
1934)	0.05	80	R	_		NA	NA	08/07/20
				To:	88-1931			
1025	0.14	80	R	From:	88-1931	] NA	NA	1999
1935	<b>V.</b> 17			To:	88-1930			.555
1935	0.07	470	R	From:	00-1730	NA	NA	1999
			4/0 R	Tor	88-1937			
1935	0.04	350 R	From:		NA	NA	1999	
		Fro	To: From:	88-1939; 88-1938	]			
1935)	0.06	240	R		00 1010	NA I	NA	1999
				To:	88-1940			

Deuts	1 - 0	A 4 D T		4.7.	Spotsylvania Maintenance Area TruckBus 21 Ayla 1 Trail 2 Trail	- 00 K 0K [	Dir AAMDT OM	
Route	Length	AADT	QA	4 Fire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Ractor Fa	ctor AAWDT QW	Year
Spotsylvania County				From:	88-1940			
(1935)	0.06	140	R			NA	NA	1999
				To:	88-1941			
(100)	0.18	150	R	From:	88-1932	NA	NA	1999
(1936)	0.10	150	K	To:	Cul-de-Sac	IVA	NA .	1999
				From:	88-1935			
(1937)	0.04	50	R			NA	NA	1999
				To:	Cul-de-Sac			
$\bigcirc$	0.05	110	В	From:	Cul-de-Sac	NIA	NΙΔ	1000
1938)	0.05	110	R	To:	88-1935; 88-1939	NA	NA	1999
				From:	88-1935; 88-1938			
(1939)	0.08	160	R	<u>.                                    </u>	00 1950, 00 1950	NA	NA	1999
				To:	Cul-de-Sac			
				From:	88-1935			
1940	0.09	40	R	To:		NA	NA	1999
				From:	Cul-de-Sac			
(1941)	0.15	120	R	From:	Dead End	NA	NA	08/07/2002
(1941)	0.10	120		To	88-1935	IVA	IVA	00/01/2002
				From:	88-01945(L)/			
1942)	0.30	NA				NA	NA	
				To:	SR-00003(B)/			
$\bigcirc$				From:	88-01946(R)/			
(1943)	0.13	NA		To	00.01042/DV	NA	NA	
				From:	88-01942(B)/			
(1944)	0.15	NA		FIOIII.	88-01946(B)/	NA	NA	
(1944)	0.10	144		To:	88-01942(B)/	10/1	107	
				From:	Cul-de-Sac/			
(1945)	0.07	NA				NA	NA	
				To:	88-01942(L)/			
$\bigcirc$	0.40			From:	Cul-de-Sac/			
1946	0.16	NA		To:	88-01943(R)/	NA	NA	
				From:	Cul-de-Sac/			
(1947)	0.06	NA			Cui-ue-Sat/	NA	NA	
				To:	88-01944(B)/			
				From:	88-1959			
(1950)	0.96	940	R	_		NA	NA	07/31/2002
				To:	88-627			
$\bigcirc$	0.06	80	R	From:	88-1950	NA	NA	07/31/2002
(1951)	0.00	00	ĸ	To:	Cul-de-Sac	INA	INA	07/31/2002
				From:	88-1953; 88-1953			
1952	0.07	270	R		00 1755, 00 1755	NA	NA	07/31/2002
				To:	88-1950			
				From:	Cul-de-Sac			
(1953)	0.16	190	R	~		NA	NA	07/31/2002
				To:	Cul-de-Sac			
	0.00	80	R	From:	Cul-de-Sac	NA	NA	07/21/2004
1954	0.06	ου	ĸ	To:	88-1950	INA	INA	07/31/200
				From:	88-1950 WEST			
0.19	0.19	120	R			NA	NA	07/31/2002
			To:	88-1950 EAST				

					Spoisylvania iviaintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K QK Dir Factor Facto		V Year
Spotsylvania County				From:	Begin Loop			
(1956)	0.88	260	R	<u>L</u>	Begin Eoop	NA	NA	07/31/200
				To:	88-1950			
$\bigcirc$				From:	Cul-de-Sac			
1957)	0.27	90	R	To:	99 1057	NA I	NA	07/31/200
				From:	88-1956			
(1958)	0.16	90	R	rioni.	88-1959	NA	NA	07/31/200
1930)	00			To:	88-1956			0.70.7200
				From:	Cul-de-Sac			
1959	0.29	210	R	_		NA	NA	07/31/200
				To:	Cul-de-Sac			
	0.05	70	_	From:	88-1956	NIA	NIA	07/04/000
1960)	0.05	70	R	To:	Cul-de-Sac	NA I	NA	07/31/200
				From:	Cul-de-Sac			
(1961)	0.03	30	R		Cur-uc-bac	NA NA	NA	07/31/200
				To:	88-1956			
				From:	88-674			
(1962)	0.08	930	R	_		NA	NA	07/31/2002
				To:	88-1956			
	0.06	NA		From:	88-00627(B)/	NI A	NA	
(1963)	0.00	INA		To:	Dead End/	NA I	NA	
				From:	Cul-de-Sac			
1964	0.88	430	R		cur de Suc	NA NA	NA	10/24/2002
				To:	88-627			
				From:	88-1964			
1965)	0.25	110 R	R			NA	NA	10/24/2002
				To:	Cul-de-Sac			
	0.46	140	R	From:	Cul-de-Sac	l NA	NA	10/24/2002
1966	0.40	140		To:	88-1964; 88-1967	I WA	14/4	10/24/2002
				From:	88-1964; 88-1966			
(1967)	0.08	70	R		,	NA	NA	10/24/2002
<u> </u>				To:	Cul-de-Sac			
$\bigcirc$				From:	88-674			
(1970)	0.44	540	R	To:	00 1074	NA I	NA	09/19/2002
				From:	88-1974			
(1971)	0.04	80	R	FIOIII.	88-1970	l NA	NA	09/19/2002
(1971)	0.04	00	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac		10.0	00/10/2002
				From:	88-1970			
1972	0.06	90	R			NA	NA	09/19/2002
				To:	Cul-de-Sac			
$\bigcirc$				From:	88-1970			22/12/22
1973	0.04	60	R	To:	Cul-de-Sac	NA I	NA	09/19/2002
				From:	Dead End			
(1974)	0.04	80	R	<u></u>	Deau Eliu	l NA	NA	1999
				To:	88-1970	<u></u>		
(1974)	0.14	40	R	From:	00-17/U	NA	NA	1999
				To:	Cul-de-Sac		NA	1999
				From:	88-1974			
1975	0.23	350	R	_		NA	NA	09/19/2002
				To	88-1976 EAST			

Route	Length	AADT	QA	4Tire	Bus 20-May 21-Avia 11-rail 27-rail	- QC K QF	Dir AAWDT QW	Year
Spotsylvania County					ZAXIE STAXIE IITAII ZITAII	Factor	Factor	
_	0.26	80	R	From:	88-1975 WEST	l NA	NA	09/19/2002
1976	0.20			To:	88-1975 EAST			
1976	0.52	NA		From:	00-17/3 EAST	NA	NA	
				To	88-610; 88-1716			
	0.21	NA		From:	88-01976(B)/	NA	NA	
1977)	0.21	INA		To	Dead End/	INA 	IVA	
				From:	Cul-de-Sac/			
1978	0.06	NA				NA	NA	
				To: From:	88-01977(B)/			
1980	0.23	290	R	r rom.	88-1223	l NA	NA	09/25/200
1300				To	Cul-de-Sac			
$\widehat{}$				From:	88-1980			
1981	0.10	100	R	To:	Cul-de-Sac	NA I	NA	09/25/200
				From:	88-1223			
1982	0.32	350	R	<u> </u>	66-1223	NA NA	NA	09/25/200
				To:	Cul-de-Sac			
$\bigcirc$	0.05	60	_	From:	88-1982	NIA	NIA	00/05/000
1983	0.05	60	R	To:	Cul-de-Sac	NA I	NA	09/25/2002
				From:	88-1982			
1984	0.06	70	R			NA	NA	09/25/200
				To-	Dead End			
	0.15	NA		From:	Cul-de-Sac/	l NA	NA	
1985	0.13	IVA		To:	88-00635(B)/	INA	INA	
				From:	Dead End			
1988	0.34	640	R			NA	NA	11/13/200
				To: From:	88-1989; 88-1991 SOUTH			
1989	0.35	70	R	r rom.	88-1988; 88-1991 SOUTH	l NA	NA	11/13/200
(1303)				To:	88-1990			
$\widehat{}$				From:	Dead End			
(1990)	0.05	70	R	To:	88-1989	NA I	NA	11/13/2002
				From:	88-1988; 88-1989 SOUTH			
(1991)	0.05	80	R	<u> </u>	00 1700, 00 1707 500 111	NA	NA	11/13/200
				To	Dead End			
$\bigcirc$	0.07			From:	88-1988			44400000
(1992)	0.07	90	R	To:	Dead End	NA I	NA	11/13/2002
				From:	88-1988			
(1993)	0.11	30	R		33 22 22	NA	NA	11/13/2002
				To:	88-1994			
	0.15	170	R	From:	Dead End	NA	NA	11/13/2002
1994	0.15	1/0	ĸ	To:	88-1993	INA 	INA	11/13/2002
				From:	Cul-de-Sac			
1995	0.15	240	R			NA	NA	09/25/2002
				To	88-636			
(1996) 0.17	0.17	90	Р	From:	Cul-de-Sac	NA	NIA	09/26/2002
	80	R	To	88-1995	INA 	NA	09/26/2002	

QW Year  08/19/200  08/19/200  1999  08/19/200  08/19/200
08/19/200 1999 08/19/200 08/19/200
08/19/200 1999 08/19/200 08/19/200
08/19/200 08/19/200 08/19/200
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08/19/200
00/10/200
08/19/200
09/19/200
03/13/200
09/19/200
00/10/000
09/19/200
00/40/202
09/19/200
09/19/200
09/19/200 09/19/200

					Spotsylva	nia Maintenance Ar	rea							
Route	Length	AADT	QA	4Tire	Bus 2A	Truck xle 3+Axle 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		88-2021	ī							
(2023)	0.20	230	R	<u> </u>		86-2021			NA			NA		09/19/200
				To:		Cul-de-Sac								
<u> </u>				From:		Cul-de-Sac								
2028	0.17	170	R						NA			NA		1999
				From:		88-2029								
2028	0.03	270	R	To:		88-673			NA			NA		1999
				From:		Cul-de-Sac	1							
2029	0.05	80	R			Cui-de-Sac			NA			NA		1999
				To:		88-2028								
				From:		88-673								
2030	0.19	2800	R						NA			NA		09/19/200
				To:		Dead End								
	0.46	490	R	From:		88-2034			NA			NA		09/19/200
2031)	0.40	430	IX.	To:		00 2020			INA			INA		03/13/200
2024	0.17	540	R	From:		88-2030			NA			NA		09/19/200
2031)	0.11	0.0	• • • • • • • • • • • • • • • • • • • •	To:		Dead End								00/10/200
				From:		88-2031								
2032	0.13	190	R						NA			NA		09/19/200
				To:		88-2034								
$\bigcirc$	0.04	20		From:		88-2031			N1.0			NIA		00/40/00
2033	0.24	30	R	To:		Cul-de-Sac			NA			NA		09/19/200
				From:		88-2031								
2034)	0.26	340	R			86-2031			NA			NA		09/19/200
			To:		88-2030									
			From:		88-2031							00/40/000		
2035)	0.19	60	R						NA			NA		09/19/200
				To: From:		88-2037								
2000	0.18	200	R	From:		88-2031			NA			NA		09/19/200
2036	0.10	200	IX.	To:		88-2037			INA			INA		03/13/200
				From:		Cul-de-Sac								
2037)	0.15	60	R						NA			NA		09/19/200
				To:		Cul-de-Sac								
$\bigcirc$			_	From:		Cul-de-Sac			A					1000
2040	0.05	7	R						NA			NA		1999
	0.08	40	R	From:	8	8-2043 SOUTH			NA			NA		1999
2040	0.00	40	ĸ			00.004			INA			INA		1999
6040	0.19	110	R	From:		88-2046			NA			NA		1999
(2040)	0.19	110	IX.						INA			INA		1999
(2040)	0.24	700	R	From:	8	8-2043 NORTH			NA			NA		07/31/200
2070)				To:		88-627								
				From:		88-2043								
2041)	0.18	640	R						NA			NA		07/31/200
			To:		88-627									
$\cap$	0.10	450	_	From:		88-2041			NI A			NIA		00/10/000
2042)		150	R	To:		Cul-de-Sac	1	NA NA	NA	NA	NA		08/19/200	
				From:	Q	8-2040 SOUTH								
0.11	0.11	110	R	<u> </u>	0	0 2010 000 111			NA			NA		07/31/200
			To:		88-2046									

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC:	QK Dir r Factor	AAWDT QW	Year
Spotsylvania County				From:	88-2046	1			
2043	0.09	240	R	<u> </u>	00 20 10	NA		NA	07/31/2002
				To: From:	88-2040 NORTH				
2043)	0.25	240	R			NA		NA	07/31/200
				To: From:	88-2044				
2044	0.16	80	R	From:	88-2045	J NA		NA	07/31/200
(2044)	00			To-	Cul-de-Sac	1			017017200
_				From:	88-2043				
2045	0.16	150	R			NA NA		NA	07/31/200
				To: From:	88-2044				
(2046)	0.09	50	R	FIOIII.	88-2043	J NA		NA	1999
(2040)	0.00			To:	88-2040	]			1000
				From:	Cul-de-Sac	]			
2050	0.07	160	R			NA		NA	09/12/2002
				To: From:	88-1249	<u> </u>			
2051)	0.05	70	R	From:	Cul-de-Sac	J NA		NA	09/12/2002
(2031)	0.00			To:	88-2050	]			00/ 12/200
				From:	88-1249				
2052	0.05	90	R			NA		NA	09/12/2002
				To:	Cul-de-Sac				
	0.22	680	R	From:	88-1249	_ NA		NA	09/12/2002
2053	0.22	000	IX	To:	00.2057	7		INC	09/12/2002
2053	0.22	330	R	From:	88-2056	NA		NA	09/12/2002
(2033)				To	88-2058				
2053	0.10	680	R	From:	00-2030	NA NA		NA	09/12/2002
				To:	88-2060				
$\overline{}$				From:	Cul-de-Sac				
2054	0.07	90	R	To:	88-2053	NA T		NA	09/12/2002
				From:	Cul-de-Sac	<u>.                                    </u>			
(2055)	0.11	140	R	<u> </u>	Cur-uc-Sac	NA NA		NA	09/12/2002
				To:	88-2053				
$\bigcirc$			_	From:	Cul-de-Sac	]			
(2056)	0.17	170	R	To:	88-2053	NA T		NA	09/12/2002
				From:	88-2053	1			
2057	0.04	49	R	<u> </u>	00-2033	NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$				From:	88-2053	]			
2058)	0.04	730	R			NA .		NA	1999
	0.05	900		From:	88-2059	NIA.		NA	1999
2058	0.05	800	R	To:	88-636	NA T		INA	1999
				From:	Cul-de-Sac	Ì			
2059	0.04	0.04 <b>40</b>	R	1		NA		NA	1999
	0.04 4			To:	88-2058	<u></u>			
$\bigcirc$	224	0.24 270	_	From:	Cul-de-Sac				4000
2060)	0.24	0.24 <b>270</b> R			NA -		NA	1999	
_	0.11 <b>510</b>	P	From:	88-2061	NA		NA	1999	
2060		510	R	То:	88-2053	1		NA	1999
					00 2000				

					Spotsylvania Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K I Factor I	Dir Factor AAWDT QW	Year
Spotsylvania County				From:	88-2053	1		
2060)	0.05	30	R		30 2000	NA	NA	1999
				To	Cul-de-Sac			
$\widehat{}$	2.10			From:	Cul-de-Sac	J		4000
2061	0.12	160	R			NA .	NA	1999
	0.05	0=0		From:	88-2062	<del></del>		4000
2061	0.05	250	R	To:	88-2060	NA T	NA	1999
				From:	88-2061			
2062	0.05	110	R	<u> </u>	86-2001	NA NA	NA	1999
<del></del>				To:	Cul-de-Sac			
				From:	Dead End/			
2065	0.60	NA				NA	NA	
				To	88-00714(B)/			
	0.05	40	_	From:	88-2000		NIA	4000
2070	0.05	49	R	To:	Cul-de-Sac	NA T	NA	1999
				From:	Cul-de-Sac	<u> </u>		
2071)	0.30	370	R		Cur-de-Sac	NA NA	NA	1999
2071)				To:	88-2000			
				From:	88-2071			
2072	0.20	240	R			NA	NA	1999
<u> </u>				To:	Cul-de-Sac			
$\widehat{}$				From:	88-2071	J		
2073	0.04	110	R	To	C-1 d- C	NA T	NA	1999
				From:	Cul-de-Sac	1		
	0.17	240	R	FIOII.	88-2072	J NA	NA	1999
2074	0.17	2-10		To:	Cul-de-Sac	7	IVA	1555
				From:	88-2074			
2075)	0.44	420	R		22 - 11	NA	NA	1999
				To:	88-610			
				From:	88-2077			
2076	0.10	80	R			NA	NA	1999
				To:	88-2075			
	0.06	30	R	From:	Cul-de-Sac	J NA	NA	1999
2077)	0.00	30	K			1N/A	INA	1999
	0.03	10	R	From:	88-2076	NA	NA	1999
2077	0.03	10	ĸ	To:	Dead End	]	IVA	1333
				From:	88-2075	<u>.</u>		
2078)	0.04	49	R	<u> </u>	22 22/2	NA NA	NA	1999
$\cup$				To:	Cul-de-Sac			
				From:	88-2075			
2079	0.14	80	R			NA	NA	1999
				To:	Cul-de-Sac			
$\overline{}$	0.54	N/A		From:	88-00612(B)/		N1A	
2085	0.51	NA		To:	88-02090(B)/	NA T	NA	
				From:		I I		
2086	0.34	NA		ш_	88-02085(B)/SOUTH	J NA	NA	
2000)	0.34			To:	88-02085(B)/NORTH	7	NA NA	
				From:	Cul-de-Sac/			
0.2	0.20	NA				NA	NA	
				To:	Cul-de-Sac/	1		

					Spotsylvania Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAWDT QW Year Factor
Spotsylvania County				From:	88-02085(B)/	<u> </u>	
2088)	0.18	NA			00 02003(D)i	NA	NA
				To-	Cul-de-Sac/		
$\overline{}$				From:	88-02088(B)/		
2089	0.08	NA		To:		NA I	NA
				From:	Cul-de-Sac/	<u> </u>	
2000)	0.37	NA			Cul-de-Sac/	I NA	NA
2090	0.0.			To:	88-02091(B)/		
				From:	Cul-de-Sac/		
2091)	0.17	NA				NA	NA
				To:	Cul-de-Sac/		
	0.40			From:	88-01091(B)/		NIA
2100	0.13	NA		To:	Cul-de-Sac/	NA I	NA
				From:	Cul-de-Sac/	<u> </u>	
2101)	0.12	NA		<u> </u>	Cui-ue-Sac/	l NA	NA
				To:	88-01091(B)/		
				From:	88-01091(B)/		-
2102	0.13	NA				NA	NA
				To-	Dead End/		
	0.47	NIA		From:	Dead End/	N/A	NIA
2103	0.17	NA		To:	Dead End/	NA I	NA
				From:	88-00627(B)/		
2120	0.42	NA		<u> </u>	00-00027(B)/	NA	NA
				To	88-02121(B)/	]	
				From:	88-628		
2121)	0.93	NA				NA	NA
				To:	88-2126		
	0.47	NIA		From:	88-2135	N/A	NIA
2122	0.17	NA				NA •	NA
$\overline{}$	0.28	NA		From:	88-2125	NA	NA
2122	0.20	INA		To:	88-2121	]	IVA
				From:	88-02122(B)/		
2123)	0.10	NA		<u> </u>	OC OZIZZ(D)!	NA	NA
$\bigcup$				To:	Dead End/		
				From:	88-02125(B)/		
2124	0.18	NA		To:	00 00100 777	NA I	NA
					88-02123(B)/		
	0.17	NA		From:	88-02122(L)/	NA NA	NA
2125)	U.17	INA		To:	Cul-de-Sac/	INA	INA
				From:	88-02121(R)/		
2126)	0.19	NA		<u> </u>	oo obibi(itji	NA	NA
$\mathcal{O}_{\mathcal{O}}$				To:	Dead End/		
200	0.47	NA		From:	88-02130(B)/	NA NA	NA
2126	0.47	17/1		To:	Dead End/	INA	INA
			From:	88-02126(B)/	<u> </u>		
2127	0.09	NA		<u> </u>		NA	NA
$\bigcup$				To:	Dead End/		
				From:	88-02126(B)/		
2128	0.09	NA				NA	NA
	<u>/</u>			To-	Dead End/		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor F	Dir AAWDT QW Year actor
Spotsylvania County				From:	88-02124(L)/		
2129)	0.12	NA				NA	NA
				To	Cul-de-Sac/		
$\bigcirc$	0.08	NA		From:	88-02131(B)/	NIA	NIA
2130	0.06	NA		To:	Dead End/	NA	NA
				From:	Dead End/		
2131)	0.14	NA				NA	NA
				To:	Dead End/		
$\overline{}$	0.47	NIA		From:	Dead End/	NIA	NIA
2132	0.17	NA		To:	Dead End/	NA	NA
				From:	Dead End/		
2133	0.14	NA		<u> </u>	Dead Ends	NA	NA
				To:	88-02122(B)/		
$\widehat{}$				From:	Dead End/		
2134	0.11	NA		To:	D-dE V	NA	NA
				From:	Dead End/		
2135)	0.20	NA			Dead End/	NA	NA
				To:	Dead End/		
				From:	Dead End/		
2136)	0.07	NA				NA	NA
				To:	88-02135(B)/		
2137)	0.44	NIA		From:	88-02121(B)/	NIA	NIA
	0.11	NA		To:	88-02138(B)/	NA	NA
				From:	Dead End/		
2138	0.11	NA			Dead End	NA	NA
				To:	88-02139(B)/		
2139				From:	Dead End/		
	0.10	NA		To:	Dead End/	NA	NA
				From:	Cul-de-Sac/		
2150)	0.05	NA		<u> </u>	Cui-ue-Sac	NA	NA
100		•		To:	88-01693(B)/		
				From:	Dead End/		
2155	0.55	NA		, I		NA	NA
				To:	FR-00696(B)/		
	0.12	NA		From:	Cul-de-Sac/	NA	NA
2156	0.12	NA.		To:	Cul-de-Sac/	INA	INA
				From:	88-02155(B)/		
2157	0.20	NA				NA	NA
				To:	88-02158(B)/		
$\overline{}$	0.40			From:	Cul-de-Sac/	NIA	
2158	0.46	NA		To:	Cul-de-Sac/	NA	NA
				From:	88-02158(B)/		
2159	0.23	NA		<u> </u>	oo obloo(b)i	NA	NA
.1009				To:	Cul-de-Sac/		
				From:	88-02158(B)/		
2160)	0.21	NA		т		NA	NA
				To:	Cul-de-Sac/		
2161	0.06	NA		From:	Cul-de-Sac/	NA	NA
2161)	0.00	144		To:	88-02159(B)/	1377	LVA

					Spotsylvania Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir AAW Factor AAW	VDT QW	Year
Spotsylvania County				From:	Dead End/				
(2196)	0.58	NA				NA	N	A	
				To:	88-01712(B)/				
	0.29	NA		From:	Dead End/	NA	N	Δ	
2197	0.29	IVA		To:	88-02196(B)/	]	IN.	Α	
				From:	Dead End/				
(2198)	0.56	NA				NA	N.	Α	
				From:	88-01712(B)/				
2199	0.09	NA		r rom.	Dead End/	NA NA	N.	Α	
2100				To:	88-02198(B)/				
$\widehat{}$				From:	C2US-00017(B)/				
2210	0.08	NA		To:	00.03311/J.\/00.03311/D\/	NA I	N.	Α	
				From:	88-02211(L)/88-02211(R)/ 88-02210(L)/88-02211(U)/				
2211)	0.43	NA		<u></u>	66-02210(L)/88-02211(U)/	NA	N.	A	
				To:	Dead End/				
				From:	Dead End/				
2212	0.38	NA		To	Dead End/	NA I	N.	A	
				From:	Dead End/				
2220	0.60	NA			Dead Enti	NA	N.	Α	
<u> </u>				To:	RTE. 719				
$\bigcirc$	0.40			From:	Dead End/				
(2221)	0.43	NA		To:	88-02220(B)/	NA I	N.	A	
				From:	88-02221(B)/				
2222	0.18	NA			00 02221(15)	NA	N	Α	
				To:	88-02220(B)/				
$\bigcirc$	0.10	NIA		From:	88-02220(B)/88-02224(U)/	N A	N	^	
2223	0.18	NA		To:	Dead End/	NA I	N.	A	
				From:	Dead End/				
2224)	0.10	NA				NA	N.	Α	
				To:	88-02220(B)/88-02223(U)/				
(2225)	0.09	NA		From:	Dead End/	NA NA	N	Δ	
(2223)	0.00	147		To:	88-02221(B)/	]	140	, ,	
				From:	88-02220(B)/				
2226	0.07	NA				NA	N.	A	
				To: From:	Dead End/				
(7000)	2.99	80	R	FIORE.	Dead End	NA	N.	A 10	0/07/200
				To:	88-601				
				From:	88-681				
9393	0.13	280	R	To	88-681	NA I	N.	A	1995
				From:	SR 208	<u> </u>			
9398)	0.26	380	R		SN 200	NA	N.	A 1	1/13/200
$\bigcup$				To:	SR 208				
				From:	88-613				
9490)	0.12	150	R	To:	88-613	NA I	N.	A 1	1/13/200
				From:	SR 208				
(9491)	0.15	250	R		DIX 200	NA	N.	A 1	1/13/200
				To:	SR 208				

					Spot	Sylvania ivialinteriance An	ta							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		( )( :	K Factor	QK	Dir Factor	AAWDT	QW	Year
Spotsylvania County				From:		CD 200	1							
0003	0.07	110	R	r rom.		SR 208			NA			NA		11/13/2002
9803)	0.07		• • • • • • • • • • • • • • • • • • • •	To		SR 208			14/1			147 (		11/10/2002
				From:		88-647	1							
(9804)	0.05	170	R						NA			NA		11/07/2002
$\bigcirc$				To:		88-738								
				From:		SR 3								
(9805)	0.10	120	R	_					NA			NA		11/13/2002
				To:		SR 3								
City of Fredericksburg				From:		111 2076 Dovelator St	- 1							
1 Cowan Blvd	0.61	NA				111-3976 Powhatan St			NA			NA		
1 Cowan Blvd				To:		Dead End								
				From:		Jefferson Davis Blvd								
(3950) Twin Lake Dr	0.46	3200	G	99%	0%	0% 0% 0%	0%	С	0.112	F	0.561	3400	G	2003
(111)				To:		Lafayette Blvd								
				From:		WCL Fredericksburg								
(3952) Lansdowne Road	0.47	6900	G	93%	1%	1% 1% 4%	0%	С	0.087	F	0.582	7500	G	2003
(11)				To:		C2US 17 Bus								
				From:		William Street								
3953 Stafford Avenue	0.50	1900	G	98%	1%	1% 0% 0%	0%	С	0.081	F	0.503	2100	G	2003
				To:		Jefferson Davis Highway								
O				From:	40/	Cardwell St	201	_		_				
(3954) Howison St	0.09	600	G	95% To:	1%	1% 1% 1%	0%	F	0.092	F	0.52	650	G	2003
				From:		Howard Ave Howard Avenue								
(3954) Howison Avenue	0.16	1400	G	95%	1%	1% 1% 1%	0%	С	0.095	F	0.536	1600	G	2003
(11)				To:		DixionStreet								
				From:		William Street								
(3955) College Ave	0.67	6600	G	98%	0%	0% 0% 1%	0%	С	0.087	F	0.531	7200	G	2003
(11)				To:		Jefferson Davis Highway								
				From:		Bus US 1 LaFayette Blvd								
(3957) Sunken Rd	0.28	230	G	99%	0%	0% 0% 0%	0%	С	0.116	F		250	G	2003
				To: From:		111-3958 Hanover St								
(3957) Sunken Rd	0.18	430	G	98%	1%	1% 1% 0%	0%	С	0.111	F	0.631	460	G	2003
				To:		Bus SR 3 William St								
O			_	From:		Bus SR 3 William St							_	
(3958) High St	0.04	790	G	98%	0%	1% 0% 1%	0%	F	0.099	F	0.954	850	G	2003
				From:		Hanover St High St								
(3958) Hanover St	0.60	3100	G	98%	0%	1% 0% 1%	0%	С	0.086	F	0.715	3300	G	2003
(3958) Hanover St				To										
(3958) Hanover St	0.49	1000	G	From: 99%	0%	111-3959 Littlepage St 1% 0% 0%	0%	С	0.098	F		1100	G	2003
(3958) Hanover St	00		_	T					0.000	•				
(3958) Hanover St	0.12	810	G	From: 98%	0%	1% 0% 1%	0%	F	0.117	F		870	G	2003
(3958) Hanover St	0.12	010	·	To:	070	111-3973 Sophia St	70	•	0.117	•		010	O	2000
				From:		Bus US 1 LaFayette Blvd	1							
(3959) Littlepage St	0.44	2100	G	98%	0%	1% 0% 1%	0%	С	0.088	F	0.522	2300	G	2003
(3959) Littlepage St				To:		Bus SR 3 William St								
				From:		Bus US 1 LaFayette Blvd						-		
(3961) Kenmore Ave	0.49	4400	G	98%	0%	1% 0% 1%	0%	С	0.091	F	0.613	4700	G	2003
(3961) Kenmore Ave				т		Bus SR 3 William St	1							
(3961) Kenmore Ave	0.40	1600	G	From: 98%	1%	0% 0% 0%	0%	С	0.091	F	0.586	1800	G	2003
(3961) Kenmore Ave	5.40		-	To:	. 70	Mary Ball St	7,0	J	0.001		0.500	.500	9	_500
				From:		Kenmore Ave								
(3961) Mary Ball St	0.10	2000	G	98%	1%	0% 0% 0%	0%	F	0.094	F	0.59	2200	G	2003
				To:	-	111-6963 Washington Ave								

					Opol	Sylvania ivialintenance A	lea							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg														
(3963) Washington Ave	0.43	2300	G	98%	0%	Bus SR 3 P Amelia St 1% 0% 0%	0%	С	0.096	F	0.696	2500	G	2003
(3963) Washington Ave	0.43	2300	G	30 /0	0 70		070	C	0.090	'	0.030	2500	O	2003
(3963) Washington Ave	0.44	2500	G	From: 98%	0%	111-3975 Maury St 1% 0% 0%	0%	С	0.111	F		2700	G	2003
(3963) Washington Ave	• • • • • • • • • • • • • • • • • • • •			Tn	0,0	111-3965; Fall Hill Ave	0,0		• • • • • • • • • • • • • • • • • • • •	•				
				From:		Kenmore Avenue								
3965 Prince Edward St	0.35	3200	G	99%	0%	0% 0% 0%	0%	F	0.098	F	0.661	3400	G	2003
				To: From:		William Street	ŀ							
3965 Prince Edward St	0.44	2300	G	99%	0%	0% 0% 0%	0%	С	0.087	F	0.814	2500	G	2003
<u> </u>				From:	221	Canal Street	201			_				
Fall Hill Avenue	0.10	2600	G	99%	0%	0% 0% 0%	0%	F	0.091	F	0.775	2800	G	2003
Call I III Avenue	0.20	2500		From:	00/	Maury Street	00/		0.000			2000		2002
Fall Hill Avenue	0.39	3500	G	97%	0%	1% 1% 0%	0%	С	0.088	F		3800	G	2003
3965) Fall Hill Avenue	0.15	10000	G	From: 99%	0%	Washington Street 0% 0% 0%	0%	F	0.091	F	0.561	11000	G	2003
Fall Hill Avenue	0.15	10000	G	33 /0	0 70		070	'	0.031	•	0.501	11000	O	2003
3965) Fall Hill Avenue	1.59	17000	G	From: 99%	0%	Jefferson Davis Highway 0% 0% 0%	0%	С	0.092	F	0.669	19000	G	2003
(3965) Fall Hill Avenue	1.00	17000	Ü	JJ 70	070		070	O	0.002	•	0.000	13000	J	2003
(3965) Fall Hill Avenue	0.95	16000	G	From: 99%	0%	I-95 0% 0% 0%	0%	С	0.094	F	0.669	18000	G	2003
(3965) Fall Hill Avenue	0.00			To	0,0	WCL Fredericksburg	0,0		0.00	·	0.000	.0000		
				From:		Bus 17 Dixon St								
3967 Charles Street	0.24	NA					-		NA			NA		
				To:		Bus 1 Lafayette Blvd								
O antic Ot	0.07	5500	•	From:	00/	Lafayette Blvd	00/	0	0.005	_	0.500	0000	0	0000
Sophia St	0.37	5500	G	98% To:	0%	1% 0% 0% Bus SR 3 William St	0%	С	0.095	F	0.536	6000	G	2003
				From:										
(3975) Maury Street	0.14	2000	G	99%	1%	Washington St 1% 0% 0%	0%	С	0.09	F		2100	G	2003
Maury Street				To:		Fall Hill Avenue								
_				From:		Plank Rd								
(3976) Westwood Dr	0.20	1900	G	99%	0%	0% 0% 0%	0%	С	0.091	F	0.547	2100	G	2003
				To: From:		Woodland Dr Westwood Dr								
3976 Woodland Rd	0.04	NA				Westwood B1			NA			NA		
(111)				To:		Falling Creek Rd	1							
(3976) Keenland Road	0.36	1800	G	99%	0%	1% 0% 0%	0%	С	0.09	F	0.607	2000	G	2003
(111)				To:		Cowan Boulevard								
3976) Powhatan Street	0.24	5200	G	97%	1%	Cowan Blvd 1% 1% 1%	0%	С	0.096	F	0.521	5700	G	2003
9976 Pownatan Street	U.Z <del>-1</del>	<u> </u>	_	To:	1 /0	Jefferson Davis Hwy	0 /0	_	0.030	_'	0.021		_	
				From:		0.35 Mi W Powhatan St								
Cowan Boulevard		4900	G	<u>-</u>					0.081	F		4900	G	2003
				To:		Powhatan St								
				From:		Charlotte Street						4.400		
Jackson Street		1100	G	To		Wolfe Street			0.102	F	0.611	1100	G	2003
				From:			1							
Sophia St		2400	G			Fauquier St			0.091	F	0.921	2400	G	2003
				To:		Lewis St								
				From:		Railroad Avenue								
Summit Street		100	G						0.149	F	0.645	100	G	2003
				To:		White Street								
Trade Labora D. 1		2500	_	From:		Goodloe Drive			0.440	_	0.540	0500		0000
Twin Lakes Drive		3500	G	To:		Lafayette Blvd			0.113	F	0.546	3500	G	2003
				1		Larayette DIVU								

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fredericksburg  Woodland Drive		2100	G	From:		Westwood Dr Falling Creek		0.09	F		2100	G	2003